

1932.  
NEW ZEALAND.

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# GOVERNMENT RAILWAYS BOARD

(REPORT BY THE).

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*Laid before Parliament pursuant to Section 21 of the Government Railways Amendment Act, 1931.*

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1932.



## ANNUAL REPORT OF THE GOVERNMENT RAILWAYS BOARD.

The Right Hon. the Minister of Railways.

New Zealand Government Railways,  
Wellington,

SIR,—

4th October, 1932.

Pursuant to the provisions of section 21 of the Government Railways Amendment Act, 1931, the Government Railways Board transmits herewith the accounts of the Working Railways Department for the financial year ended 31st March, 1932, and, in doing so, desires to submit the following report on the working of the Department for the year.

The Board was constituted by the Government Railways Amendment Act, 1931, which came into operation on the 1st June of that year. At the commencement, the Board was under the chairmanship of Colonel J. J. Esson. Colonel Esson's appointment to that position was a temporary one, pending the retirement of Mr. H. H. Sterling from the position of General Manager. Mr. Sterling's retirement from that position took effect on the 5th December, 1931, when he assumed the chairmanship of the Board, Colonel J. J. Esson's period of appointment then terminated. The Board desires to place on record its appreciation of the services of Colonel Esson during the period of his chairmanship. Notwithstanding that his appointment was only a temporary one, he took a very active interest in the work of the Board. His long experience of administrative matters, and his sound judgment were invaluable to the Board at the outset of its work.

Mr. P. G. Roussell, an experienced officer of the Department, who occupied the position of General Superintendent of Transportation, was appointed to the position of General Manager as from the 6th December, 1931.

The year has been a very difficult one, not only because of the circumstances immediately connected with the business of the Department, but also because of the large volume of work and the importance and difficulty of the matters which were associated with the inception of the new system of control of the Department and with the statutory duties of the Board. The Board, on taking office, addressed itself to the work of reviewing the operations of the Department. It immediately found itself confronted with very grave difficulties associated with the general condition of trade and commerce which, of course, had a vital bearing on the railway business.

The various phases of the operations of the Department will be dealt with in detail under the appropriate headings in this report, but the Board desires to make the following general statement of its policy and of some of the principal matters that have engaged the consideration of the Board.

The policy to be followed by the Board is expressed in general terms in section 14 of the Government Railways Amendment Act, 1931, which reads as follows:—

"14. (1) It is hereby expressly declared that the general functions of the Board shall be to carry on, control, manage, and maintain the Government railways to the end that the railways, while being maintained as a public service in the interests of the people of New Zealand and as an essential factor in the development of trade and industry, shall be so carried on, controlled, managed, and maintained on the most economical basis, having regard to the economic and financial conditions from time to time affecting the public revenues and trade and industry in New Zealand, with a view to obtaining a maximum of efficiency and maintaining a proper standard of safety and a reasonable standard of comfort and convenience for persons using the railways and any other services carried on in connection therewith.

"(2) The Board shall, having regard to all such matters as aforesaid, provide reasonable remuneration and grant reasonable conditions of employment to all persons permanently or temporarily employed in the service of the Department.

"(3) It shall be the duty of the Board from time to time to consult with and obtain from the Minister of Finance all such information respecting the state of the public revenues as will enable it to carry out its functions as aforesaid in the best interests of New Zealand, and the Board shall have due regard to any such information as aforesaid that may from time to time be furnished to it by the Minister of Finance."

Obviously, the first obligation implied in this section is the obligation to give service. When the Board took over the control of this Department it found that a review of the train services had just been made. Where the services that had been in operation were found to have been beyond reasonable requirements they had been eliminated. The Board undertook a further review not only of the train services, but of all other branches of service that were, or might be, afforded by the Department. As far as the train services were concerned, it was found that there were still some services the continuance of which was not economically justified, and where the circumstances showed that a rearrangement of the time-table was desirable this was done. The principal matters dealt with by the Board in connection with train services were the elimination of the night expresses in the South Island on two days a week and the alteration in the running of the ordinary express between Auckland and Wellington. With regard to the night expresses in the South Island the figures showed that, except on Sunday nights, the patronage afforded the trains was not sufficient to justify their running under present conditions, and while in normal circumstances continued running of the trains might have been justified by a reasonable expectation that the traffic would build up as the habit of night travel developed more fully in the South Island, the inability of the Department to carry the expense

of developing this traffic at present, as well as the curtailment of travel that is a result of the present depression, justified, in the opinion of the Board, the suspension of these trains. In the case of the ordinary express between Auckland and Wellington it appeared to the Board that the best service was not being afforded by this train, leaving Auckland as it did within forty minutes of the "Limited" express, and after going very carefully into the matter it appeared to the Board to be established beyond reasonable question that the balance of public usefulness so far as that train was concerned lay in the alteration to 3 p.m. for its departure time from Auckland.

As regards other aspects of service, where an improvement in the standard of service was called for, steps have been taken to effect the necessary improvement. On the passenger side this latter aspect has principally taken the form of continuing the policy of providing a higher standard of comfort in the cars. Since the Board assumed control, a number of new cars of modern design, and embodying many features making for a higher standard of service, have been completed in the Department's workshops and put into traffic. Many of the existing carriages have been improved particularly in the direction of improving the second-class accommodation. In connection with the goods traffic improvements in service have principally taken the direction of extending "door-to-door" facilities, and shortening the time of transport from place to place. The Board has continued to press along these lines with the objective of giving a service that will be adequate to the country's needs and will enable the Department to withstand the pressure of competition from other forms of transport.

The next phase of the administration of the Department's affairs has reference to the economics of the Department's position. The statute lays down that the service must be given at an economic rate, and this leads to a consideration of the revenue and expenditure of the Department. On the revenue side the principal factor with which the Board has found itself faced has been that which is affecting trade and industry generally throughout the Dominion, and, indeed, throughout the whole world—namely, the very severe depression that is now being experienced. The effect of this depression, and the impossibility of foreseeing its trend with any degree of certainty, has made any estimates of revenue exceedingly difficult to formulate. Figures regarding revenue are given under a separate heading later in this statement, but it will be sufficient to say in dealing with the matter generally, as is being done at this stage, that to the trade depression must be ascribed the difficult position that has resulted in the greatly reduced revenue of the Department. While the depression has tended to limit the total quantity of transport business that has been available, the question still remains as to the share which the Department is receiving of this business. In this connection the Board has continued the policy of maintaining very close contact with all sources of the transport business. The Commercial Branch has been maintained at full strength and activity, while the employees at the various stations have been encouraged in every possible way to take active measures to safeguard the interests of the Department in the matter of securing business. The position has been made much more difficult by the pressure on the Department's competitors which arises out of the present trade depression and the degree of unemployment that is existing. It is found that road operators are cutting rates to figures that are wholly uneconomic, and there is little doubt that in most cases this is being done by owner-drivers under a fear of unemployment. While individuals may be able to carry on their business for a time by such methods, it is not open to the Department to do so. In every case, however, where it was found that an adjustment of the rates for the carriage of goods was necessary to enable the business to be secured, and the circumstances were such that it was better for the Department to take the traffic, the Board has authorized the necessary rate adjustment. This has been the general procedure in regard to goods rates, and this procedure is superseding the method of general alterations in the railway tariff—as was the method usually adopted in times past with reference to the adjustment of the goods tariff—and the Board finds that the necessity for bargaining for traffic is, under present conditions, inevitably growing. The Board does not regard this as desirable, as tending to discrimination and instability in transport rates which, as a general principle, cannot be regarded as at all satisfactory from a general trade standpoint. This is one of the reasons which call for action to stabilize the transport industry, a subject which is dealt with later in this statement under the heading of "Co-ordination of rail and road transport."

The foregoing comment has particular reference to the goods traffic. With regard to the passenger traffic it was found that, some months before the Board commenced to function, an increase in passenger fares had been made as a result of the recommendation of the Royal Commission (1930). The Board realizes that it was very difficult for the Royal Commission or any other body to foresee with any degree of certainty what the effect of such an increase would be on the passenger business. It appeared to the Board on looking into the matter that the increase in the fares had not had the anticipated effect from the point of view of the business of the Department. There had been a sharp decline in the passenger business, which the Board felt would soon lead to a serious position if the decline could not be arrested. The procedure of raising the fares having been adopted, and, as appeared, having rather accentuated the decline in the business, the Board, after full consideration, decided to make a reduction in fares. The effect of that reduction was distinctly encouraging. This matter is dealt with later in this statement under the appropriate heading, and it is mentioned at this point only as bearing on the general policy of the Board. A further aspect of the passenger business that has had consideration has been the provision of services to cater for passenger business in the "mass" at cheap rates. Experience has shown that there is a very extensive demand for services of this kind. Practically all the trains which the Department has provided in this connection have been well patronized with the consequent beneficial effect on the Department's revenue.

On the expenditure side the Board found that much had already been done or was in hand in the direction of exploring every possibility that presented itself of curtailing the expenditure without a disproportionately adverse effect on the quality of service given by the Department.

The Board has vigorously pursued this policy. This has involved staff adjustments and in carrying out its work the Board has, as far as it was able consistently with obtaining its objective of adjusting the staff down to the requirements of the business, continued the policy of alleviating to the greatest possible extent the hardship inevitably associated with a shortening of staff. Other avenues of economy such as in the purchasing and consumption of fuel, water, electric current, stores, &c., have also had the Board's attention with a similar progressive result of decreasing cost.

Coming to a statement of the figures, the following particulars may be mentioned :—

The revenue for the year ended 31st March, 1932, shows a decrease of £1,062,589, as compared with the previous year. The expenditure for the year shows a decrease of £1,211,855, so that the net revenue shows an improvement of £149,266 for the year.

Having regard to the unfavourable state of trade and industry, the Board believes that this result is one that will be regarded with general satisfaction. It has been attained only by the very closest attention to the matter of reducing costs. The large reduction in expenditure that has been made over the last two years will make further reductions the more difficult to obtain, but the Board will be unremitting in the pursuit of every economy that can be effected with due regard to the Board's obligation to give an adequate and efficient service.

The Board has not only given the closest attention to the current operations of the Department, but has also given consideration to a number of other matters of importance affecting the Department or arising out of the statute by which the Board was constituted. Chief among these matters were the investigation of the position regarding railway-lines under construction and lines on which construction work had been stopped, and the position in regard to the working of branch lines and isolated sections. Both these matters involved a large amount of departmental work and occupied a considerable proportion of the time of the Board.

#### BRANCH LINES AND ISOLATED SECTIONS.

The Board, as soon as it was practicable, made a preliminary review of the financial position of the branch lines. The financial results of the working of many of these lines raised a *prima facie* question as to whether their continued working did not constitute too heavy a financial burden on the Dominion. The Board was, however, loath to close any line without a full assurance that the people of the various districts understood the position and that the best possible had been achieved from the point of view of the volume of business passing over the various lines. These two points bear principally on the revenue aspect of the problem. As regards expenditure, the Board reviewed the services and determined them on the basis of a reasonable standard of service which could be taken as representing the minimum of expenditure.

In order to obtain the fullest assurance on the first two points, the Board decided to make a further review after the lapse of a reasonable period of time, and in the meantime to make it known to the people of the various districts that the question of the working of the branch lines was under consideration. To this end the Board's policy was made known through the press, and officers of the Department were sent to the various districts to communicate to the people information regarding the working of the branch lines.

The Board also determined to supplement these activities by itself visiting the districts before coming to a final decision, and the inspection of every branch line has now been completed. In each case the Board gave the fullest notice to the members of Parliament for the districts and to the local authorities of its intention to make its visit, and, when in the various districts, met all the public bodies and individuals who desired to make contact with the Board. At all these meetings the Board freely and frankly discussed the position with those interested, in an endeavour to assist them to a full understanding of the position.

The objective which the Board has in view is to keep the lines open rather than to close them. The Board feels, however, that a definite responsibility is cast upon it by section 20 of the Government Railways Amendment Act, 1931, which reads as follows :—

“ 20. The Board on being satisfied that any railway or part of a railway can continue to be operated only under conditions that will result in the net revenue therefrom being insufficient to cover the working-expenses thereof, or on being satisfied that the continued operation of any railway or part of a railway is otherwise not in the public interest, may cease to operate the same, and with the approval of the Governor-General in Council dispose of the land and all other property of the Crown in respect of such railway or part of a railway.”

The branch lines and isolated sections may be classified into two groups—

- (1) Those which are receiving all the business that is available, but such business is not sufficient in transport value to meet the expenditure involved in working the lines ; and
- (2) Those which are not receiving all the business of the district owing to the operation of competitive forms of transport.

With regard to the first group the Board feels that even though in any such district there may be some present deficit on account of the working of the line, the line should not be closed if there is a definite prospect that by its continued operation the development of the district will be such that it may be reasonably anticipated that in the not-too-remote future the deficit on account of the line may be overtaken. The Board desires to make it clear that no decision has yet been come to in this direction, and it submits this classification at the present stage by way of comment only.

With regard to the second group it may be said at once—as the Board feels—with entire justification, as far as the people are concerned who are giving their business to the competitive forms of transport—that there can be no justifiable complaint if the line is closed.

There are, however, some further points which require consideration, and at least two may be mentioned—(a) that the number of people who are giving their business to the competitive form of transport may be comparatively few, though the transport value of their business may, by reason of the nature of the commodities which they have transported, be relatively high; and (b) it may not be in the best interests of the district or the Dominion as a whole that the line should be closed.

With regard to (a) the Board has found in its contact with the people in the districts that it is frequently the case that the majority of the people recognize the weakness of the position which rests on a division of the traffic, more particularly when, as is generally the case, the low-rated goods are placed with the railways while the higher-rated goods are placed with the competitive services. Notwithstanding that the inequity of such a position was fully recognized by the great body of the people, those people seem more or less helpless to rectify the position, and some machinery therefore requires to be provided to enable the situation to be adequately met in the public interest.

This leads to a consideration of the second point mentioned above. In a number of cases there seems little doubt that if the transport requirements of the district were taken as a whole and the suitability of the competitive forms of transport examined from the point of view of price in relation to quality of service the railways would be found to afford the superior service while it is possible that in other instances the contrary may be the case. Clearly, if one form of transport can cope with the needs of the district according to a reasonable standard, the provision of two systems of transport is unnecessary and wasteful. The real question that should be determined, therefore, is not whether unprofitable sections of railway should be closed, but which system of transport should operate in the district. There is no legislative provision which enables such a decision to be made and implemented by means of adequate legal sanctions, and the Board desires to submit that the question of supplying some such machinery might engage the attention of Parliament to the advantage of the Dominion as a whole and of the districts served by the branch lines. In the absence of such provision the Board can deal with the matter only along the lines laid down in its statute. As will be seen from the section of the Act which has been quoted above, the Board is charged to apply the financial test to the branch lines, and this section can scarcely mean less than if a line fails on this test, and such failure is due to the people of the district placing their business with a competitive form of transport, then the Board must regard the case for closing the line as established.

In the last analysis therefore it is really the people of the various districts served by the branch lines who will principally determine the question as to whether the lines will continue to be worked. If the quantity of business which is placed on the railway in the various districts is sufficient to justify the continued working of the line, then the line will continue to be worked. If, on the other hand, the people of the district do not place a sufficient quantity of business on the railway, then the Board, in discharge of its responsibility under the section quoted, can have no option but to close the line. The Board's policy is to do nothing in this connection without the most patient consideration, and it will aim to make its decision in each case in the light of the fullest information that can be obtained as to the traffic possibilities of the various lines.

More detailed information regarding the working of the branch lines and isolated sections is given under the appropriate heading later in this report.

#### CO-ORDINATION OF RAIL AND ROAD TRANSPORT.

The Royal Commission on Railways (1930) recommended that consideration be given to the question of enacting the necessary legislation for the purpose of co-ordinating road and rail services. Subsequently the Transport Licensing Act, 1931, was passed constituting machinery designed to enable this objective to be attained. The principle of the Act is the control of commercial road transport services by a system of licensing. The view of the Board is that some such machinery was absolutely essential to enable progress to be made towards the rationalization of the transport industry. It felt strongly that the conflict of interests and the unnecessary duplication of transport services that were arising could be effectively dealt with only by a body of a judicial type functioning along judicial lines. To the extent that the Act constitutes machinery of this type, the Board believes that it is a step in the right direction.

The Licensing Authorities under the Act have commenced to function as regards the passenger services. The Act has not yet been brought into operation as regards the goods services. The Board desires to express the opinion that the bringing of the Act into full operation both as regards passenger and goods services has now become one of urgency. Until this is done the Board is not in a position to formulate a tariff policy for the purpose of its future working. The fact that the Transport Licensing Act, 1931, definitely adopts the principle of licensing of passenger services, and provides that it may be adopted for the purposes of goods services, seems necessarily to require the Board to assume that the adoption of that principle is the policy which has the approval of Parliament. This being the case, the Board in formulating its tariff policy requires to do so in a way that will take account of the principle laid down in the Transport Act. The difficulty from a practical point of view, however, as matters now stand, is that, while this policy appears to have the imprimatur of Parliament, it is, as regards the very important portion of the transport industry that affects carriage of goods, inoperative, so that the Government Railways Board is left in an indefinite position in regard to the formulation of its tariff policy. What the Board urgently needs to know is the basis on which it is to formulate this policy, and inasmuch as it assumes from the Transport Act that that basis is to be, as regards the road traffic, a system of licensing, it desires to urge that that policy should be brought into active operation as regards the goods traffic—as has already been done as regards the passenger traffic—at the earliest possible moment.

Where appropriate, the Railway Department is being represented before the Licensing Authorities at their proceedings. It is the policy of the Board to adopt an attitude of helpfulness towards

these authorities, and the Board will be desirous of affording all relevant information and suggestions that may assist the Licensing Authorities towards a proper decision in each case. The Board, while endeavouring to discharge its primary obligation to safeguard the interests of the railways, will continue to take a broad national view of the position, which fundamentally means the delimiting as far as possible of the operations of the various forms of transport so as to enable each to give to the Dominion service of a kind and quality and at a price for which it is best adapted, having regard to all the factors bearing on the best interests of the Dominion as a whole.

A particular phase of this delimiting process is involved in the consideration of the problem of the branch lines and isolated sections. This matter has been dealt with under the last preceding heading.

#### TARIFF.

A decision of importance which the Board has made was in connection with the reprinting of the Department's tariff.

A large number of amendments had been made to the tariff since the last reprint in 1925, with the result that the tariff had become very difficult to follow, and the large number of amendments made for considerable uncertainty in the minds of those having occasion to refer to the tariff. The Board therefore decided that the tariff should be reprinted and all amendments duly incorporated therein. New copies of the tariff are now available, and the action of the Board in this connection has afforded much convenience both to the Department's clients and to members of the staff.

By way of general comment on the tariff the Board desires to deal with a phase of the tariff problem that has come before it in the course of its visits to the various districts. This refers to the suggestion that the railways should meet competition by cutting rates. That the railways might successfully do this so far as the matter might depend on the competitive resources of the railways and their competitors respectively there seems little room for doubt, but whether this policy should be adopted is one as to which important questions arise.

Dealing with the matter first from the point of view of the public as the owners of the railways it cannot at once be concluded—as many people seem disposed to do—that such a line of action would improve the railway financial position. This is largely due to the reflection on present business of the cut rates that might be provided to secure new business. It is very frequently overlooked that the railways already have quite a large business, and when a rate is cut in order to secure new business, it is inevitable that the reduction will involve some loss on present business not only directly, but also, indirectly, for experience has shown that the cutting of a rate always sets up a tendency for further requests for reduced rates. In short, the reduced rate tends to set the standard for all other rates on the same commodity and commodities more or less allied thereto. Indeed, the tendency is not even confined to that extent, as it is found that the fact that reductions are made in some areas has a tendency to prompt requests for a general reduction in railway rates in these and other areas.

Looking at the question of cutting rates to meet competition from the point of view of the community as a whole, the position is still more serious. It is stated from time to time that the classification of goods in a railway tariff is an undesirable feature, and should be abolished. The true position is that the fact that it has been found possible to classify goods according to their capacity to bear different rates is the very foundation of modern trade as the same has been developed by rail transport throughout the world. It is only the fact that some goods can be charged at a higher rate and still move that makes it possible for other goods which can only bear a lower rate to be carried at that rate. Applying this principle to New Zealand particularly, it is well known that practically since the inception of railways in this Dominion the policy has been adopted of keeping the rates on commodities which have a direct bearing on the development of the primary industries down to a low figure. The Board believes that this policy is sound, and is desirous of maintaining it and developing it as much as possible. It will be easily seen, however, that if competitive forms of transport are to be allowed to compete freely in the direction of taking only the higher classes of goods as it suits them, then the position that must develop so far as the railways are concerned leaves two alternatives only—

- (1) If the present policy of maintaining low rates as above mentioned is to be continued, then it must be at an increased cost to the taxpayer in the form of a larger railway deficit;
- (2) If the railways are to make the best they can of the financial position on the basis of free competition, then the policy above mentioned must inevitably be abandoned, and the rates on lower-rated goods of every kind must tend to increase.

As regards the first alternative, the opinion has already been expressed above that the Board believes that the policy of maintaining low rates, especially on commodities that closely affect the industries of the Dominion, is a sound one. The Board believes, also, that the deficit on account of the contribution of the railways to the payment of interest is greater than the Dominion can bear, and should be reduced, as the Board believes can be done, by a just and proper regulation of the transport position.

As regards the second alternative, a position of vital importance arises. If the railways are to lose the higher classes of traffic or only to have them at a decreased remuneration, then the capacity of the railways to maintain the lower rates is to that extent diminished, and, according as the field of the competition extends, the capacity of the railways to give the low rates contracts. The result is that many of the goods in the lower classes will cease to move, and the costs of production will increase. This must have its effect on the progress of production, which in turn means a shrinkage of the national income. Carrying the matter further, the result would be a decreased quantity of goods of the high classes requiring to be transported owing to the shrinkage of trade that must follow contraction of the national income. The net result, therefore, would be an increasingly depressing effect on trade and industry which would react detrimentally to the best interests of the Dominion.

Another aspect of the same problem is the view, which has also been expressed to the Board on more than one occasion, that the introduction of competitive forms of transport has lessened transport costs. The Board does not consider that this proposition will bear examination. This view could be valid only if the cost of transporting the goods that are left to the railway could be reduced by a greater amount than the cost of providing the new form of transport, so that the total cost of producing all the transport, when viewed from the community point of view, was less than it was before the introduction of the competitive form. An examination of the available statistical data shows that this is not the case. This is largely due to the peculiar nature of the transport industry. When money is spent in the provision of a transport plant what is really produced is capacity, and the plant only operates at its greatest economic efficiency when all the capacity is used. When the plant that has been provided is not used to full capacity it is possible only to a comparatively small degree to reduce costs and the unused capacity has to be paid for. Unused capacity is simply waste, and that waste shows up in a practical way in the form of the frequent insolvencies of road-transport concerns and larger railway deficits, neither of which are good from a community point of view, not only because they are undesirable in themselves, but also because they lead to the inequitable position that the increased burden of the transport cost falls on the non-user.

It has been suggested that the method of adjusting the railway plant so as to reduce the portion of unused capacity should be adopted. A particular form of this suggestion is the contention that is advanced from time to time that some of the branch lines should be closed. The Board has, however, in this connection encountered at least two difficulties which make it very undesirable that any hasty decision should be made. The first difficulty is the wholly uneconomic nature of much of the competition with which the railways find themselves faced. In the case of competition by road especially, it is found that many operators are working on a basis that can give them no permanency. The Board finds that this process has been going on for some years. It was thought that it would right itself, but unfortunately the supply of persons who are prepared to operate under these conditions appears to be inexhaustible, and, as already mentioned, the depression with its accompanying unemployment is forcing many to undertake transport work under conditions that cannot but jeopardize the stability of the transport industry.

The second difficulty is that it is almost invariably the case that the competitive form of transport cannot cover the whole field of the transport requirements at as low a cost when considered in relation to the whole field as the railways are able to do. The unfortunate part from the Dominion point of view is that if the railway ceased to function, that portion of the field would be adversely affected which most nearly touches the Dominion's production. The Board has had reason to conclude that in some cases one form of transport such as the railways could cope quite well with the needs of the district and at a reasonable average rate, so that the provision of more than one means of transport is simply a waste. The question that arises is which form of transport should operate. The Board has felt that if this question could be considered and decided in a positive way instead of in a more negative way, such as is involved in a decision by the Railways Board that a branch line shall be closed, then a sounder decision could be come to. This aspect has also been touched upon from another point of view in another portion of this report, but the Board mentions it here along with the other difficulty mentioned above as emphasizing the practical impossibility of the Board's formulating, under such conditions, a policy in connection with the railways which it believes would be in the best interests of the Dominion.

#### NEW LINES.

The Board duly submitted its report on lines under construction and lines on which construction work had been stopped. In that report the position was fully covered and the subject-matter does not call for further comment in this report, except possibly in regard to the Stratford-Okahukura line.

The position in regard to this line was brought under review, but was not included in the Board's report on lines under construction. The wording of the statute is such that the Board is not called upon to report under the section of the statute in pursuance of which its previous report was made unless it desired to recommend that the construction work on the line should be stopped.

The Board investigated the position of this line very closely, and after a good deal of anxious consideration it came to the conclusion that, taking account of all the factors involved, the case might be considered as a border-line one. The Board decided, therefore, that, having regard to the advanced stage of the work and the comparatively small expenditure that was required to complete the construction work, the line should be completed. In recording this decision the Board wishes to emphasize that if the policy is adopted of providing the railway as a means of transport for the development of the district that policy should also include a strict avoidance of the waste that would be involved in duplicating the means of transport by expenditure on roads parallel to the railway or on plant to operate over the roads in competition with the railway. Stated in definite terms, the Board desires to say that a decision to complete the railway as a means of transport for the district should imply, for the purposes both of expenditure on roads and the application of the principles of the Transport Act, 1931, that the railway is to be regarded as the means of transport for the district to the exclusion of competitive services.

#### NAPIER EARTHQUAKE.

When the Board assumed control of the Department it found that the services, which had been disorganized by the Napier earthquake had (with the exception of the Napier-Putorino services) been fully restored, and that most of the repair work had been completed or was in hand. The Napier-Putorino Section of line calls for some comment. The section of this line from Napier to Eskdale had been opened for some years prior to the earthquake, but the traffic thereover had been very meagre.



The section of line from Eskdale to Putorino had been opened some four months before the date of the earthquake. The Board examined the economic position of this line very carefully in connection with its review of lines under construction as this section of line formed an integral part of the proposed railway from Napier to Gisborne. The Board found that the completion of the line to Wairoa would not be justified. Its reasons for this finding are fully set out in the report which was presented to Parliament last year, and need not be here repeated. In the present connection the Board would say that the reasons, which in its opinion justified its recommendation that the line to Wairoa should not be completed, also justify the conclusion that the line between Napier and Putorino was not a sound economic proposition. While the line from Napier to Putorino was open for traffic the Working Railways Department had a through-booking scheme in operation by rail and road linking up the towns between Putorino and Gisborne with all stations on the North Island Railway system. This was done in an endeavour to obtain the transport business over that route for the railway. The effort was, however, not successful, notwithstanding that quite substantial reductions were made in the rates. The Board could see no reason to believe that another similar effort would have any different result, and there is not the slightest doubt in the mind of the Board that had the earthquake not occurred the section of the line between Napier and Putorino would have been a case for consideration under section 20 of the Government Railways Amendment Act, 1931, and the Board's conclusion is that the line would ultimately have had to be closed under the provisions of that section. The line was very badly damaged by the earthquake, in some places being completely covered to quite a substantial extent. Inquiries showed that considerable expenditure would be involved in clearing the line and restoring it to a condition for traffic-working. Quite obviously if the line were such as to hold little or no promise of continued working if it had remained undamaged there could not be the slightest justification for incurring the expenditure that would be required for restoring the line when nature had closed it. For these reasons the Board could not see its way to authorize this expenditure, and the line has accordingly not been restored.

#### FINANCIAL.

On the 31st March, 1932, the capital invested in the lines open for traffic, including the steamers and plant on Lake Wakatipu and other subsidiary services, was £51,424,883, as compared with £60,545,154 on 31st March, 1931.

The additions to the capital account totalled £754,078, and comprised Maintenance Branch, £155,521, chiefly in bridge construction; Signals Branch, £30,934, in new telephone lines and extension of train control; Public Works Department, £193,981, expended on Tawa Flat deviation; and £373,642, expended on the construction of new rolling-stock.

During the year loan-moneys amounting to £439,190 were repaid to the capital account, and the net addition to capital for the year was £314,888.

The Government Railways Amendment Act, 1931, authorized the reduction of capital as at 1st April, 1931, by £10,400,000, which amount represented the estimated amount of accrued depreciation and losses of capital not otherwise provided for up to that date. The reduction made possible the writing-off of all assets which had at 31st March, 1931, reached the full term of life fixed for the purpose of determining depreciation rates.

The financial results of the operations for the year ended 31st March, 1932, were as follow:—

	Year ended 31st March, 1932.	Year ended 31st March, 1931.	Variation.
	£	£	£
Gross revenue .. .. .	6,508,948	7,571,537	—1,062,589
Gross expenditure .. .. .	5,670,955	6,882,810	—1,211,855
Net revenue .. .. .	837,993	688,727	+ 149,266
Interest charges .. .. .	2,221,465	2,255,345	— 33,880
Excess of interest charges over net revenue ..	1,383,472	1,566,618	— 183,146

The gross earnings for the year were £6,508,948, a decrease of £1,062,589 (14·03 per cent.) compared with the previous year, and a decrease of £1,779,168 (21·4 per cent.) compared with the year ended 31st March, 1930.

The gross earnings were the lowest since the year ended 31st March, 1920, when the revenue totalled £5,752,487. In 1920 the mileage of track operated was 2,996, as compared with 3,315 in the financial year just closed.

During the past year the railways suffered severely from the trade depression and the substantial decline in revenue is principally due to this cause.

The gross expenditure totalled £5,670,955, a decrease of £1,211,855 (17·61 per cent.) compared with the previous year, and a decrease of £1,687,904 (22·9 per cent.) compared with the year ended 31st March, 1930.

Interest charges totalled £2,221,465, a decrease of £33,880 compared with the previous year.

For the years ended 31st March, 1930 and 1931, interest was computed on the total sum expended on the railways less £8,100,000 as provided in the Finance Act, 1929. In the year under review the capital account has been reduced by £10,400,000 in terms of subsection (2) of section 23 of the Government Railways Amendment Act, 1931, such amount being inclusive of the sum of £8,100,000 before mentioned. The reduction in interest charges is due to this factor.

The accumulated loss which stood on the balance-sheet at 31st March, 1931, at £1,892,017, was written off against the depreciation reserve £1,658,253, and the balance—viz., £233,764—was charged against the general reserve.

RENEWALS, DEPRECIATION, AND EQUALIZATION ACCOUNTS.

During the year the sum of £236,724 was charged against revenue for renewals, and the amount expended from this fund was £171,875 for electric equipment, overhead lines, and track renewals. The credit balance at 31st March, 1932, in the Renewals Fund was £474,506.

During the year the sum of £452,060 was charged against revenue on account of depreciation. No amounts will now be accumulated in the fund, as the depreciation is repaid to the Treasury four-weekly.

The position in regard to the undermentioned equalization funds is as follows :—

—		Credit Balance brought forward from 1931.	Contributions, 1931–32.	Expenditure, 1931–32.	Credit Balance at 31st March, 1932.
		£	£	£	£
Slips, Floods, and Accidents Fund ..	..	48,856	21,671	6,690	63,837
Workers' compensation .. ..	..	12,230	34,857	28,811	18,276
Insurance .. ..	..	43,349	14,254	3,736	53,867
		104,435	70,782	39,237	135,980

REVENUE.

The income in respect of railway operation under the main headings, and the percentage under each heading to total income, compared with the previous two years, are as follow :—

—	1932.	Per Cent. of Operating Revenue.	1931.	Per Cent. of Operating Revenue.	1930.	Per Cent. of Operating Revenue.
	£		£		£	
Passengers, ordinary ..	1,138,940	19·68	1,531,376	22·58	1,733,512	23·19
Season tickets .. ..	200,649	3·47	247,349	3·64	262,415	3·51
Parcels, luggage, and mails	316,245	5·46	359,277	5·30	386,792	5·18
Goods .. ..	4,019,600	69·43	4,487,357	66·18	4,904,324	65·62
Labour, demurrage, &c. ..	113,531	1·96	156,029	2·30	186,950	2·50
	5,788,965	100·00	6,781,388	100·00	7,473,993	100·00

The earnings from passenger traffic for the year have decreased by 24·69 per cent. as compared with the previous year, while the earnings from goods traffic have decreased by 10·42 per cent.

The operating earnings per average mile open and per train-mile are as follow :—

		Per Average Mile open.	Per Train-mile.
		£	£
1932 .. ..	..	1,746	136·63
1931 .. ..	..	2,053	144·26
1930 .. ..	..	2,274	149·21

The railway operating receipts for the last three years (exclusive of subsidiary services) from the North and South Island Main Lines and Branches shown separately are as follow :—

—	North Island Main Line and Branches.			South Island Main Line and Branches.		
	1932.	1931.	1930.	1932.	1931.	1930.
	£	£	£	£	£	£
Passengers, ordinary ..	724,694	985,510	1,110,392	403,922	530,796	602,190
Season tickets .. ..	131,941	166,107	174,781	65,108	77,327	83,430
Parcels, luggage, and mails	213,532	231,546	249,955	96,591	119,577	128,359
Goods .. ..	2,307,518	2,505,212	2,685,577	1,593,100	1,818,372	2,026,066
Labour, demurrage, &c.	65,464	79,160	91,493	41,897	66,835	80,263
	3,443,149	3,967,535	4,312,198	2,200,618	2,612,907	2,920,308

The operating earnings for the last three years for the North and South Island Main Lines and Branches separately per average mile open and per train-mile are as follow :—

Year.	North Island Main Line and Branches.		South Island Main Line and Branches.	
	Per Average Mile open.	Per Train-mile.	Per Average Mile open.	Per Train-mile.
	£	d.	£	d.
1932 .. ..	2,376	131·49	1,353	143·83
1931 .. ..	2,776	140·69	1,606	147·87
1930 .. ..	3,052	144·53	1,794	154·23

#### EXPENDITURE.

The total expenditure for the year ended 31st March, 1932, was £5,670,955, a decrease of £1,211,855 as compared with the previous year's figures.

	1931-32.	1930-31.	1929-30.
	£	£	£
Expenditure on train operation ..	5,301,653	6,406,143	6,848,026
Subsidiary services ..	369,302	476,667	510,833
	<u>£5,670,955</u>	<u>£6,882,810</u>	<u>£7,358,859</u>

The reduction in expenditure for the past year may be grouped under the following main headings :—

	£
Reductions in salaries and wages .. ..	384,897
Decrease in fuel costs due to reduced train-milage, &c. ..	144,974
Reductions of expenditure resulting from general operating economies ..	604,695
Reduction in provision for depreciation due to writing-down of capital ..	77,289
	<u>£1,211,855</u>

#### Operating Expenditure.

—	1931-32.	Per Cent. of Operating Revenue.	1930-31.	Per Cent. of Operating Revenue.	1929-30.	Per Cent. of Operating Revenue.
	£		£		£	
Maintenance—Way and works	997,629	17·23	1,150,329	16·97	1,146,014	15·33
Maintenance—Signals ..	107,584	1·86	104,464	1·54	117,577	1·57
Maintenance—Rolling-stock ..	1,270,585	21·94	1,502,698	22·16	1,680,919	22·49
Examination, lubrication, and lighting of vehicles	59,619	1·03	77,646	1·15	82,711	1·11
Transportation—Locomotive	1,195,151	20·64	1,517,026	22·38	1,672,498	22·38
Transportation—Traffic ..	1,424,520	24·60	1,798,490	26·52	1,883,918	25·21
General charges ..	69,280	1·20	87,700	1·29	96,466	1·29
Superannuation subsidy ..	177,285	3·06	167,790	2·47	167,923	2·25
	<u>5,301,653</u>	<u>91·56</u>	<u>6,406,143</u>	<u>94·47</u>	<u>6,848,026</u>	<u>91·62</u>

#### Maintenance of Way and Works.

The expenditure for the year under this heading totalled £997,629, as compared with £1,150,329 for the previous year, a decrease of £152,700 (13·2 per cent.).

Compared with the average expenditure for the five years ended 31st March, 1930, the expenditure for the year under review represents a reduction of 11·2 per cent. on the average figure. Of the decrease of £152,700 the 10-per-cent. reduction in wages and salaries accounts for £67,660. Depreciation charges were £5,054 less than the previous year due to the reduction in capital account authorized by subsection (2) of section 20 of the Government Railways Amendment Act, 1931, and the balance of the decrease (£79,986) is due to general economy measures introduced to reduce expenditure.

#### Maintenance of Signals and Electrical Appliances.

The expenditure under this heading for the year totalled £107,584, an increase of £3,120 compared with the previous year.

As from the 1st April, 1931, the annual charge for renewals was increased from £10,000 to £20,000 per annum on account of the former amount not being sufficient to make adequate provision for renewals. This increase is offset by the reduction in labour costs, which amounted to £8,376.

Having regard to the reorganization of telegraph and telephone facilities which has been proceeding during the past year, and general repair work on signals and interlocking, the maintenance of which cannot be deferred for any lengthy period without interfering with the safe working of trains, the expenditure in this branch has been kept within reasonable limits.

Maintenance of Rolling-stock.

The expenditure under this heading totalled £1,270,585, a decrease of £232,113 (15·45 per cent.) compared with the previous year. The average annual expenditure in this branch for the five years ended 31st March, 1930, was £1,460,114, and the figures for the past year represent a reduction of 12·2 per cent. on this amount.

A review under the various headings is as follows :—

*Locomotive Repairs.*—The expenditure totalled £550,401, a decrease of £118,925 (17·77 per cent.) compared with the previous year. During the year 443 engines were passed through the shops, of which number 189 received a complete overhaul. In the previous year 529 were repaired, of which total 207 received a complete overhaul. During the previous year the accumulated arrears of overhauls were not overtaken until August, and this caused last year's figures to be higher than would otherwise have been the case. Another factor contributing to the decline in the number of locomotives repaired is the decrease in traffic which has resulted in a reduction in engine-mileage, and, as the time when engines fall due for shopping is largely determined by the mileage run, the number due for overhaul during the year was less than would have been the case had traffic been normal.

A comparison of engine-repair average costs shows the following :—

Class of Engine Repairs.	1931. Average Cost.	1932. Average Cost.	Reduction per Cent.
	£	£	
Heavy .. .. .	1,424	1,219	14·4
Medium .. .. .	790	616	22·0
Light .. .. .	99	71	28·3
Boiler repairs .. .. .	175	146	16·6

While a 10-per-cent. reduction in wages was effective for the year ended 31st March, 1932, it will be noted that the total cost comprising wages, materials, and overhead was in each case reduced by more than 10 per cent.

The average mileage run by engines before being forwarded to the workshops for heavy repairs during the year was 76,570 miles in the North Island and 74,536 miles in the South Island. For the year ended 31st March, 1931, the mileage was 76,577 and 70,509 respectively.

*Maintenance of Carriages, Vans, and Wagons.*—The total expenditure for the repairs and painting of carriages and vans was £251,175, a decrease of £25,612 compared with the previous year. A total of 1,751 carriages was repaired, of which number 1,315 received heavy repairs. During the previous year 2,013 carriages were repaired, of which 1,403 received heavy repairs.

During the year 902 carriages and vans were painted.

The expenditure on maintenance of wagons totalled £446,878, a decrease of £84,072 (15·83 per cent.) compared with the previous year. 17,293 wagons passed through the shops. The corresponding number in the previous year was 19,272.

Examination and Lubrication and Lighting of Rolling-stock.

The expenditure on examination and lubrication of rolling-stock was £32,121, a decrease of £9,733 compared with the previous year. The decrease under this heading is principally due to the decline in traffic causing a substantial reduction in car and wagon mileage.

The expenditure on the lighting of coaching vehicles decreased by £8,294, the principal cause of this decrease being the fitting of vehicles to burn coal-gas instead of Pintsch gas.

Locomotive Transportation.

The expenditure under this heading was £1,195,151, a decrease of £321,875 (21·22 per cent.) compared with the previous year. As a result of the decrease in traffic, engine-mileage declined during the year, the total mileage run being 13,845,996 miles, a decrease of 1,772,810 miles (11·35 per cent.) compared with the previous year.

The amount of coal used was 350,347 tons, a decrease of 60,655 tons compared with the previous year, and the cost of this fuel was £535,283, a reduction of £144,974.

The following table furnishes statistical information regarding locomotive transportation :—

	1932.	1931.	1930.	1929.
Cost per engine-mile .. .. .	20·73d.	23·31d.	23·98d.	23·49d.
Cost per train-mile .. .. .	27·92d.	31·72d.	32·79d.	34·20d.
Cost per engine-hour .. .. .	213·29d.	233·98d.	237·31d.	232·44d.
Cost per 1,000 gross ton-miles .. .. .	144·16d.	160·71d.	163·97d.	163·35d.
Engine-miles per engine-hour .. .. .	10·29	10·04	9·90	9·90
Gross ton-miles per engine-hour .. .. .	1,480	1,456	1,447	1,423

These figures show that while a greater quantity of work per engine-hour has been obtained from the engines the cost of working the engines has actually been reduced.  
Statistics of the consumption and cost of coal are as follow :—

Coal.	Consumption.		Cost.	
	1932.	1931.	1932.	1931.
	lb.	lb.	d.	d.
Per engine-mile .. .. .	57·52	59·77	9·41	10·60
Per engine-hour .. .. .	591·76	600·31	96·88	106·46
Per thousand gross ton-miles .. .. .	398·96	410·88	65·29	72·86

These figures show that both the quantity and the cost of coal consumed has been reduced notwithstanding—as the figures in the previous table show—that more work per engine-hour has been obtained from the engines.

Traffic Transportation.

Traffic transportation costs totalled £1,424,520, a decrease of £373,970 (20·79 per cent.) compared with the previous year.

The continued decline in traffic during the past year necessitated a careful review of train-mileage, and a number of services were cancelled or curtailed. The total decrease in train-mileage for the year was 1,113,178 miles, and while a proportion of this decrease is due to the curtailment of passenger services the largest decline was in goods-train mileage, where the decline in traffic did not require the same number of goods trains as would have been the case in a normal year.

Taking the transportation costs for 1926 and the train-miles and revenue tonnage as the standard and fixing the index figure at 100, the position regarding these three items is as follows :—

	1926.	1927.	1928.	1929.	1930.	1931.	1932.
Transportation costs ..	100	101	101	105	108	103	82
Train-miles ..	100	104	105	108	116	109	99
Revenue tonnage ..	100	101	102	105	107	96	80

These figures show that, notwithstanding the decrease in business—which owing to the high proportion of fixed charges would tend to increase unit cost—the unit cost has been reduced very substantially as compared with the 1926 standard.

General Charges.

The expenditure under this heading totalled £246,565, a decrease of £8,927 compared with the previous year, due to salary reductions and general economies.

Subsidiary Services.

*Subsidiary Service Revenue.*—The revenue from subsidiary services amounted to £719,983, as compared with £790,149 for the previous year, and an analysis of the figures is as follows :—

	1931-32.	1930-31.	1929-30.
Lake Wakatipu steamers .. .. .	8,013	9,166	11,447
Refreshment service .. .. .	89,026	120,563	132,301
Advertising service .. .. .	39,312	49,941	53,532
Departmental dwellings .. .. .	138,725	116,256	109,694
Leases of bookstalls, &c. .. .. .	17,822	20,022	21,405
Road-motor services .. .. .	72,740	103,348	105,702
Miscellaneous .. .. .	354,345	370,853	380,087
	<u>£719,983</u>	<u>£790,149</u>	<u>£814,123</u>

*Subsidiary Services Expenditure.*—The particulars of the expenditure in connection with the subsidiary services are as follow :—

	1931-32.	1930-31.	1929-30.
Lake Wakatipu steamers .. .. .	10,068	14,064	18,374
Refreshment service .. .. .	86,335	116,506	125,230
Advertising service .. .. .	36,414	48,692	53,151
Departmental dwellings .. .. .	149,974	178,140	187,816
Leases of bookstalls, &c. .. .. .	10,820	9,804	9,144
Road-motor services .. .. .	75,691	109,191	117,118
	<u>£369,302</u>	<u>£476,667</u>	<u>£510,833</u>

Analyses of the above variations are contained under the appropriate heading for each of these services as set out later in this report.

PASSENGERS.

An analysis of the passenger revenue is as follows :—

—				1932.	1931.	Variation.	Per Cent.
Passenger journeys—							
Ordinary .. .. .	..	..	..	6,503,566	7,265,912	—762,346	10·49
Season .. .. .	..	..	..	12,652,034	15,521,144	—2,869,110	18·49
Total .. .. .	..	..	..	19,155,600	22,787,056	—3,631,456	15·94
Revenue—				£	£	£	
Ordinary .. .. .	..	..	..	1,138,940	1,531,376	—392,436	25·63
Season .. .. .	..	..	..	200,649	247,349	—46,700	18·88
Total .. .. .	..	..	..	1,339,589	1,778,725	—439,136	24·69
Passenger train-miles				4,440,491	4,874,650	—434,159	8·91
Revenue—							
Per mile of line .. .. .	..	..	..	£415	£539	—£124	23·00
Per train-mile .. .. .	..	..	..	72·40d.	87·58d.	—15·18d.	17·50

A review of the passenger revenue was made during the year and after a thorough examination of the position it was, as already mentioned in this report, decided to reduce the ordinary fares. Accordingly, as from the 20th September, 1931, the ordinary passenger fares at single rates were reduced by 20 per cent., and for return tickets the holiday-excursion scale was adopted, representing a reduction of approximately 22½ per cent. on the return fares. Prior to this reduction the passenger journeys and revenue at ordinary rates were declining rapidly, and as the following table shows the decline in journeys has now been arrested. The journeys and revenue for ordinary and holiday-excursion fares for the three years ended 31st March, 1930, have been taken as the index figure 100, and in order to allow for the variation in the dates of the Easter holidays the returns for the March and April periods have been amalgamated under one heading.

Period.	Journeys.			Revenue.		
	Average Three Years, 1928, 1929, 1930.	1931.	1932.	Average Three Years, 1928, 1929, 1930.	1931.	1932.
March and April .. .. .	100	83	56	100	93	65
May .. .. .	100	85	59	100	93	67
June .. .. .	100	81	53	100	86	59
July .. .. .	100	83	52	100	88	57
August .. .. .	100	80	51	100	82	55
September .. .. .	100	85	57	100	88	64
October .. .. .	100	76	60	100	77	52
November .. .. .	100	74	65	100	78	53
December .. .. .	100	73	69	100	81	55
January .. .. .	100	69	61	100	77	57
January .. .. .	100	72	73	100	81	64
February .. .. .	100	65	67	100	70	53

From a study of the above table it will be noted that the passenger journeys were falling during the earlier portion of 1931 and the decline became intensified from the middle of that year and continued so until August, 1932, when as a result of the decrease in fares the position began to improve. Taking all the circumstances of the present economic depression into consideration, the position so far as revenue is concerned may be regarded as reasonably satisfactory. As evidence of the reduced spending-power of the community first-class passenger journeys and revenue declined by 30·55 per cent. and 37·95 per cent. respectively, while second-class passenger journeys and revenue declined by 7·93 per cent. and 20·39 per cent. respectively.

The special Sunday fares in various areas were again popular with the travelling public, and the following figures show that these services have been meeting a very substantial demand.

Area.	Total Number of Passengers, 1932.	Total Number of Passengers, 1931.
Auckland-Hamilton .. .. .	36,078	40,535
Wellington - Palmerston North .. .. .	47,822	47,833
Christchurch-Timaru .. .. .	55,257	49,349
Dunedin-Oamaru .. .. .	32,133	33,749

Season-ticket revenue decreased by £46,700 (18·88 per cent.), while the passenger journeys under this heading decreased by 2,869,110 (18·49 per cent). The principal decreases were in workers' weekly tickets, which decreased by £11,457. All lines and sectional annual tickets decreased by £10,244, and fifty-trip bearer tickets by £14,230. These decreases must be almost wholly ascribed to the depressed condition of trade and industry.

#### PARCELS, LUGGAGE, AND MAILS.

The receipts under this heading totalled £316,245, a decrease of £43,032 (11·97 per cent.) as compared with the previous year. An analysis of the revenue is as follows:—

	1931-32. £	1930-31. £	Variation. £
Parcels .. .. .	188,060	189,482	— 1,422
Excess luggage .. .. .	7,919	12,259	— 4,340
Left luggage, luggage-checks, bicycles, and dogs .. .. .	33,276	40,934	— 7,658
Mails .. .. .	86,990	116,602	—29,612
Total .. .. .	<u>£316,245</u>	<u>£359,277</u>	<u>£43,032</u>

During the year parcel revenue has been well maintained, and having regard to the depression in trade and industry the receipts are reasonably satisfactory.

Luggage receipts fell in sympathy with the decline in passenger traffic.

The reduction in the receipts for the carriage of mails is due principally to an alteration in the charges for the carriage of mails and also to the fact that, as a result of the depression, the postal authorities have cancelled the running of sorting-vans on a number of express trains.

#### GOODS AND LIVE-STOCK.

The revenue from goods and live-stock was £4,019,600, as compared with £4,487,357 for the previous year, a decrease of £467,757, or 10·42 per cent. A comparison of the total revenue and tonnage of this year's traffic with that of the previous year is as follows:—

	1932.	1931.	Decrease.	Per Cent.
Revenue .. .. .	£4,019,600	£4,487,357	£467,757	10·42
Tonnage .. .. .	5,824,811	6,957,709	1,132,898	16·28

A comparison of the tonnage of goods and live-stock carried, together with the revenue from the same for the past seven years, shows the following:—

Year.	Tonnage.	Variation as compared with Previous Year in each Case.	
		Tons.	Per Cent.
1926 .. .. .	7,256,142	+ 222,683	3·17
1927 .. .. .	7,308,449	+ 52,307	0·72
1928 .. .. .	7,358,388	+ 49,939	0·68
1929 .. .. .	7,613,445	+ 255,057	3·47
1930 .. .. .	7,788,973	+ 175,528	2·31
1931 .. .. .	6,957,709	— 831,264	10·67
1932 .. .. .	5,824,811	—1,132,898	16·28

  

	Revenue.	Variation as compared with Previous Year in each Case.	
		£	Per Cent.
1926 .. .. .	4,117,746	+ 168,159	4·25
1927 .. .. .	4,596,166	+ 97,006	2·15
1928 .. .. .	4,680,135	+ 83,969	1·83
1929 .. .. .	4,846,125	+ 165,990	3·55
1930 .. .. .	4,904,324	+ 58,199	1·20
1931 .. .. .	4,487,357	— 416,967	8·50
1932 .. .. .	4,019,600	— 467,757	10·42

A comparison with 1931 of the tonnage of commodities under the six main headings is as follows:—

—	1932. Tons.	1931. Tons.	Variation.	
			Tons.	Per Cent.
Agricultural products .. .. .	578,186	592,853	— 14,667	2·47
Animals and their products .. .. .	1,161,376	1,170,036	— 8,660	0·74
Products of mines .. .. .	2,024,699	2,623,123	— 598,424	22·43
Products of forests .. .. .	328,465	526,239	— 197,774	37·58
Benzine, cement, and manures .. .. .	769,998	791,109	— 21,111	2·67
General goods and miscellaneous .. .. .	962,087	1,254,349	— 292,262	23·29
Totals .. .. .	5,824,811	6,957,709	—1,132,898	16·28

In agricultural products the tonnage decreased by 14,667 tons. Grain increased by 8,000 tons, but the tonnage of root crops and chaff declined by 13,000 tons, and there were smaller decreases in fruit and meals. The tonnage of chaff has decreased considerably during recent years, due to the growing substitution of motor for horse transport. In 1926 100,575 tons of this commodity were carried, but in the past year the traffic had decreased to 44,042 tons.

Animals and their products decreased by 6,000 tons. The principal variations under this heading are a decrease of 60,900 head in cattle, no doubt due to the low prices ruling. Sheep totalled 10,370,959 head, an increase of 432,015, compared with the previous year, which increase is due principally to the dry weather causing a shortness of feed and fat stock was disposed of earlier than would otherwise have been the case.

Wool traffic totalled 149,145 tons, an increase of 32,600 tons over the quantity carried during the previous year. This traffic has fluctuated during the past three years owing to the low prices ruling causing farmers in a number of cases to withhold their clips from sale. The carry-over from the 1930–31 season was estimated at 181,000 bales of greasy wool and for the past year the carry-over of greasy wool is estimated at 209,861 bales, comprising 80,957 bales from the 1930–31 season. After allowance has been made for the quantity still held in growers' sheds and for the increased production, the higher tonnage handled by the railway during the past year indicates that there was a greater quantity sold than in previous years and this is confirmed by the export figures which show a total of 710,576 bales shipped, an increase of 168,461 bales, compared with the previous year.

In products of mines the principal variations were: Agricultural lime decreased by 17,000 tons. The tonnage of this commodity has increased of recent years. The average annual tonnage for the five years ended 1930 was 127,781 tons, and the tonnage in the past year was 12,420 tons above the average referred to. New Zealand bituminous coals totalled 763,926 tons, a decrease of 322,321 tons, the principal decreases being 129,000 tons in consignments from the Greymouth coalfields and a decrease of 180,896 tons on the Westport Section. The decline in the bunker-coal business is one of the principal factors responsible for the decrease.

New Zealand soft coals decreased by 104,875 tons, of which decrease 49,000 tons was in the North Island and 55,000 tons in the South Island.

As a number of secondary industries are closed or are working part time only this has caused a decline in the coal traffic, which is largely reflected in the tonnage of soft coals carried.

Road-metal totalled 114,310 tons, a decrease of 121,000 tons compared with the previous year. The curtailment of expenditure on road construction is the principal factor contributing to the decrease under this heading.

In products of forests all three commodities under this heading—namely, imported timber, New Zealand timber, and firewood and posts—show decreases.

Imported timber totalled 10,308 tons—a decrease of 17,269 tons compared with the previous year. Importations of timber decreased by 75 per cent. during the year. New Zealand timber totalled 243,224 tons, a decrease of 132,300 tons (35 per cent.). The average annual tonnage for the six years ended 31st March, 1930, was 603,839 tons, and the figures for the past year represent a decrease of 59 per cent. on this average. While the decrease is due in a measure to the decline in building operations, the decrease in the export trade to Australia, which was previously a good market for certain classes of New Zealand timber, is a factor largely contributing to the low tonnage for the past year.

In benzine, cement, and manures there was a decrease of 21,111 tons. The tonnage of benzine decreased by 14,637 tons and cement decreased by 15,700 tons. Manures increased by 9,000 tons. The traffic in this commodity has increased considerably of recent years owing to the decrease in price and reduction in railway rates. The tonnage carried in the past year was 572,000 tons.

In miscellaneous goods, which comprise all commodities not listed under the other five groups, the tonnage was 962,087 tons, a decrease of 292,262 tons compared with the previous year. The principal items contributing to the decrease were general merchandise, 90,800 tons; ships' goods on port lines, 84,000 tons; and miscellaneous goods, 31,000 tons. This decrease must be principally ascribed to the depression in trade and industry affecting both internal trade and imports.

#### STATISTICS.

The following are some of the statistics dealing with the operation of goods traffic:—

		1932.	1931.	Variation.	
				Amount.	Per Cent.
Goods-train mileage	..	5,728,229	6,407,248	—679,019	10·50
Goods earnings	..	£4,019,600	£4,487,357	—£467,757	10·42
Revenue, goods tonnage	..	5,824,811	6,957,709	—1,132,898	16·28
Revenue, net ton-mileage	..	405,255,971	467,109,468	—61,853,497	13·24
Average haul	..	70	67	+3	4·40
Average revenue per ton-mile	..	2·41d.	2·33d.	+0·08d.	3·40
Average revenue per ton	..	14s.	13s.	+1s.	7·70

The decrease in goods earnings would have been greater but for the increase in rates on the lower-rated commodities which became effective in November, 1930, and was therefore in force for only a portion of the financial year ended 31st March, 1931. As these rates were in force for the whole year under review they counterbalanced to some extent the decline in revenue from the higher-rated commodities.

The average haul increased by three miles, due principally to the haul of commodities such as manures, benzine, and live-stock increasing during the year. This increase is reflected in the smaller



proportionate decrease in net ton-miles as compared with goods tonnage. The increase in the average revenue per ton-mile and per ton is a reflection of the tariff increases previously referred to and to the increase in the average haul.

	1932.	1931.	Variation.	
			Amount.	Per Cent.
Total gross ton-miles revenue freight	1,285,066,357	1,497,272,997	—212,206,640	14·17
Goods-vehicle miles (loaded) ..	106,098,317	120,416,484	—14,318,167	11·89
Goods-vehicle miles (empty) ..	51,073,875	59,914,969	—8,841,094	14·76
Total goods-vehicle miles ..	157,172,192	180,331,453	—23,159,261	12·84

The decreases under these headings are a reflection of the decreases in goods traffic.

*Averages : Revenue, Freight Traffic.*

				Variation.	
<i>Per Mile of Line :—</i>		1932.	1931.	Amount.	Per Cent.
Goods revenue	.. ..	£1,244	£1,359	—£115	8·46
Total tonnage	.. ..	£1,803	2,106	—303	14·39
Net ton-miles	.. ..	125,466	141,420	—15,954	11·28
Gross ton-miles	.. ..	397,853	453,307	—55,454	12·23

  

				Variation.	
		1932.	1931.	Amount.	Per Cent.
Goods revenue per train-mile	.. ..	168·41d.	168·09d.	+0·32	0·19
Train load, gross	.. ..	224·00	234·00	—10·00	4·27
Train load, net	.. ..	70·75	72·90	—2·15	2·95
Number of vehicles per train (loaded)	.. ..	18·52	18·79	—0·27	1·44
Number of vehicles per train (empty)	.. ..	8·92	9·35	—0·43	4·60

It will be noted that despite the heavy decline in traffic the revenue per train-mile increased slightly, which indicates that the operating was carefully watched to avoid unnecessary running.

<i>Per 1,000 Gross Ton-miles :—</i>				Variation.			
				1932.	1931.	Amount	Per Cent.
Revenue	..	..	..	£3·128	£2·997	+£0·131	4·37
Net ton-miles	..	..	..	315	312	+3	1·13

The increase in the average revenue per 1,000 gross ton-miles is due to the fact that revenue did not decrease in the same proportion as the gross ton-miles owing to the tariff increases to which reference has previously been made.

<i>Wagon User :—</i>		1932.	1931.	Variation.	
				Amount	Per Cent.
Revenue per ordinary goods vehicle	£142		£161	—£19	11·80
Revenue per live-stock vehicle ..	£152		£158	—£6	3·80
Average wagon-load (tons) ..	3·82		3·88	—0·06	1·55
Average miles per wagon per day	17·90		20·66	—2·76	13·36
Average net ton-miles per wagon per annum (ordinary goods) ..	14,946		17,578	—2,632	14·97
Average net ton-miles per wagon per annum (live-stock) ..	11,072		11,233	—161	1·43

The following table shows certain operating results for goods trains. In the table the average results for each period for the three years ended 31st March, 1931, have been taken as the index number 100.

—			Gross Ton-miles.	Net Ton-miles.	Gross Ton-miles per Train-hour.	Net Ton-miles per Train-hour.	Gross Train-load.	Net Train-load.
Index No.	..	..	100	100	100	100	100	100
1931.								
April .. ..	..	..	76	75	103	100	100	97
May .. ..	..	..	86	83	103	100	99	96
June .. ..	..	..	80	79	102	99	99	95
July .. ..	..	..	74	74	99	96	93	91
August .. ..	..	..	72	72	98	96	93	91
September ..	..	..	77	75	99	98	94	94
October .. ..	..	..	74	74	98	96	94	92
November ..	..	..	71	71	97	94	93	91
December ..	..	..	73	71	101	94	96	90
January .. ..	..	..	90	90	110	107	106	103
January .. ..	..	..	76	74	102	96	97	91
February ..	..	..	78	79	107	105	101	100
March .. ..	..	..	85	88	107	107	101	101

It will be noted that notwithstanding the low index figure for gross and net ton-miles the turnover per train-hour for both gross and net ton-miles was quite satisfactory.

## THROUGH BOOKING OF PARCELS AND GOODS.

The volume of traffic conveyed by the Department's through-booking system increased by 3,555 tons for the year. The service was instituted in May, 1925, and the tonnage for the year ended 31st March, 1926, was 5,183. The traffic has increased year by year since, and the tonnage carried in the past year was 20,097 tons.

## ADVERTISING SERVICE.

—	1932.	1931.	Variation.	
			Amount.	Per Cent.
Revenue .. ..	£ 39,312	£ 49,941	£ —10,629	21·28
Expenditure .. ..	36,414	48,682	—12,278	25·22
Net profit .. ..	2,898	1,249	+ 1,649	

An analysis of the revenue for the year under review is as under :—

	1932.	1931.	Variation.
	£	£	£
Outdoor advertising .. ..	35,954	44,781	—8,827
Publications .. ..	1,841	2,514	— 673
Printing .. ..	..	1,442	—1,442
Miscellaneous .. ..	1,016	1,053	— 37
Advertising in buses .. ..	501	151	+ 350
	<u>£39,312</u>	<u>£49,941</u>	<u>—£10,629</u>

New business written up during the last four years is as under :—

	1932.	1931.	1930.	1929.
	£	£	£	£
Outdoor advertising .. ..	26,415	47,948	63,706	72,230
Publications .. ..	1,859	3,338	4,595	4,597
Printing .. ..	..	1,442	3,641	2,633
Miscellaneous .. ..	767	904	2,351	1,534
Buses .. ..	749	151	219	1,019
	<u>£29,790</u>	<u>£53,783</u>	<u>£74,512</u>	<u>£82,013</u>

During the past year trading conditions in the Dominion have been difficult, and advertising has suffered as a result. The new business written up during the year was £23,993 less than the previous year.

The total revenue decreased by £10,629, due to the decline in business during the past three years and also to the fact that a number of contracts have had to be cancelled while in other cases reductions have been made in rentals.

On the expenditure side substantial economies have been made and the decline of 25·22 per cent. under this heading has resulted in an improvement in the net profit to the extent of £1,649 as compared with the previous year.

The expenditure figures include the amount debited to this branch for rent of land and buildings, right to display advertisements on railway buildings, commission on cash collected by other branches, and interest on capital employed in the business charged under these headings: total, £12,692. *The total financial benefit which accrued to the Department from the operations of this Branch during the year was therefore £15,590.*

## REFRESHMENT SERVICE.

—	1932.	1931.	Variation.	
			Amount.	Per Cent.
Revenue .. ..	£ 82,234	£ 116,665	£ —34,431	29·51
Expenditure .. ..	80,553	113,324	—32,771	28·92
Net profit .. ..	£1,681	£3,341	—£1,660	..

*Revenue.*—An analysis of receipts discloses the following variations :—

	1932.	1931.	Variation.	
			Amount.	Per Cent.
	£	£	£	
Dining-rooms .. ..	13,267	20,865	— 7,598	36·42
Counter-rooms .. ..	66,497	93,225	— 26,728	28·67
Miscellaneous .. ..	2,470	2,575	— 105	4·08
Totals .. ..	£82,234	£116,665	—£34,431	29·51

The decrease in revenue is a reflection of the decline in passenger traffic. The number of meals served in dining-rooms decreased from 170,122 in 1931 to 115,660 in 1932.

In view of the decline in receipts, every effort was made to reduce expenditure during the year, and it is satisfactory to note that a reduction of 28·92 per cent. was made under this heading.

The expenditure figures for this Branch include the amount debited for rent of rooms, railage on stores, and interest on capital employed in the business, which totals £13,806.

The total financial benefit which accrued to the Department from the operations of the Refreshment Branch totalled £15,487.

The number of cushions hired during the year totalled 81,797, compared with 109,626 in the previous year. The decrease is due to the decline in passenger traffic.

The Board made a careful investigation into the working of this Branch both from the point of view of necessary or desirable service to railway travellers and from the point of view of financial results. The Board found that, generally speaking, the provision of set meals did not afford a remunerative return to the Department. Prior to the Board's taking control the price of set meals had been reduced from 2s. 6d. to 2s., the Board understanding that one of the objects underlying that action was to test out the possibility of increasing the patronage of the dining-rooms at least to an extent that would recoup the Department for the loss of revenue that would be involved in the reduction of price. The Board continued this experiment for what it considered to be a time sufficient to enable a sound judgment to be made, and, on very carefully reviewing the results, it felt bound to come to the conclusion that the object as above mentioned had not been achieved, and that the reduction in price was resulting in a depletion of the Department's revenue without any additional service to the public. The Board therefore reluctantly decided that, in view of the principles which must govern its administration as set out in the statute, it could do no other than reinstate the former price. At a number of the dining-rooms the results are still not very satisfactory from a financial point of view, but the necessities of a reasonable standard of service render it, in the opinion of the Board, impossible to close the rooms. The Board concluded, however, that in the case of the Maungaturoto dining-room the quantum of service that was being given through that room did not justify the loss that was being incurred in keeping it in operation, and the service for set meals at that station was therefore discontinued.

The Board also reviewed the price charged for refreshments at the counter-rooms. It commenced with the definite objective of reducing the charges if that could justifiably be done. As the figures in this statement show, the Branch does not by any means return an excessive profit, and this in itself shows that, unless any reduction in prices would result in a stimulation of business that would more than balance the loss of revenue that would result from that reduction, such a reduction could not be made without jeopardy to the financial return from the Refreshment service. A factor very largely affecting the position was the incidents associated with the service which the Department has to give. Almost the whole of the business is done under conditions which require a very rapid service. Trains can be held at stations for only limited periods, and all the people who desire refreshments are anxious to be served so as to enable them to partake of refreshments with a reasonable amount of comfort during the period of time available to them. If there is any delay in attending to the requirements of the people complaints immediately arise. An adequate staff has, therefore, to be maintained to enable these comparatively short rush periods to be dealt with. This necessarily involves a fair amount of loss for idle time which, under the conditions as existing in connection with this business, is unavoidable. This is a rather important differentiation of the railway business from an ordinary refreshment-room business, and must have an inevitable effect on the position of the branch in relation to price. The Board is emphatic that the standard of service, both as to quality of provisions and otherwise, must be maintained at a high point, and the Board is satisfied that this is being done. It also has felt bound to conclude, as already mentioned, that this standard of service cannot be maintained under present conditions at a lower range of prices than that now operating if a financial loss is to be avoided.

#### ROAD MOTOR SERVICES.

The year's operations resulted in a loss of £2,951, as compared with a loss of £5,842 in the previous year. Details of the loss and fluctuations in revenue and expenditure are set out hereunder :—

	1931-32.	1930-31.	Decrease.
	£	£	£
Revenue .. ..	72,740	103,348	30,608
Expenditure .. ..	75,690	109,190	33,499
Variation .. ..	—£2,950	—£5,842	£2,891

It is to be noted that the loss as above tabulated is calculated *after* interest has been debited on the capital invested in the services.

The results of operating the various services were as follow :—

## NAPIER—HASTINGS.

				1931-32. £	1930-31. £	Decrease. £
Revenue .. .. .	..	..	..	12,146	12,505	359
Expenditure .. .	..	..	..	12,646	16,259	3,613
Loss .. .	..	..	..	<u>£500</u>	<u>£3,754</u>	<u>£3,254</u>

The passenger journeys totalled 370,514, as compared with 359,469 in the previous year, an increase of 11,045, the increase being confined to intermediate passengers. The through traffic between Napier and Hastings was subject to severe competition by a fleet of taxi-cabs, and the receipts from the Department's service suffered accordingly. In view of the competition, steps were taken to reduce expenditure, and the mileage was reduced during the year by 56,096 bus-miles.

The taxi competition to which reference has been made has now ceased, and satisfactory financial results may be expected from the future operations of this service.

## HUTT VALLEY.

				1931-32. £	1930-31. £	Decrease. £
Revenue .. .. .	..	..	..	55,266	82,203	26,937
Expenditure .. .	..	..	..	56,244	81,504	24,810
Loss .. .	..	..	..	<u>£978</u>	<u>..</u>	<u>£2,127</u>
Profit .. .	..	..	..	<u>..</u>	<u>£1,149</u>	<u>..</u>

Passenger journeys totalled 1,850,648, as compared with 2,671,511 in the previous year, a decrease of 820,863 (30·7 per cent.). During the year the Department's revenue on this route suffered as a result of the operations of competitive services, and it was not until January, 1932, that this competition ceased. Another factor which contributed to the decline in passenger journeys was the extent of unemployment in the Hutt and Petone areas.

To meet the decline in traffic the various time-tables in operation were reviewed and reductions were made where the traffic was not such as to warrant a more frequent time-table. The bus-mileage was reduced from 1,199,851 in 1931 to 905,340 in the past year, a reduction of 294,511 miles (24 per cent.).

As in the case of the Napier-Hastings Service, the Board believes that, with the cessation of competition from taxi-cars, this service can be made to return satisfactory financial results.

## OAMARU—TOKARAHI.

				1931-32. £	1930-31. £	Variation. £
Revenue .. .. .	..	..	..	1,786	2,205	—419
Expenditure .. .	..	..	..	2,321	2,173	+148
Loss .. .	..	..	..	<u>£535</u>	<u>—</u>	<u>+£567</u>
Profit .. .	..	..	..	<u>—</u>	<u>£32</u>	<u>—</u>

The number of passengers carried by the service during the past year was 38,963, a decrease of 131 (0·3 per cent.) compared with the previous year. Passenger revenue decreased by £81 due to a decline in ordinary passengers, but an increase in the number of school-children carried has caused the decline in journeys to be in a smaller proportion than the revenue. The larger proportion of the decline in revenue is due to an alteration in the charges for the conveyance of mails from a mileage basis to charging by weight, which alteration caused a reduction of £331 in revenue.

Expenditure increased by £148 due to the necessity for placing a third vehicle in this service for relief purposes with resultant increased maintenance charges.

This service was provided in substitution for the passenger services that were previously worked by train on the Ngapara and Tokarahi Branches.

## DUNEDIN—PORT CHALMERS.

				1931-32. £	1930-31. £	Variation. £
Revenue .. .. .	..	..	..	3,543	2,939	+604
Expenditure .. .	..	..	..	4,480	4,056	+424
Loss .. .	..	..	..	<u>£937</u>	<u>£1,117</u>	<u>—180</u>

This service was inaugurated on the 2nd June, 1930, and the increases in revenue and expenditure are due to the comparison being for twelve months this year, as compared with ten months for the previous year.

Since January, 1931, the Department has had to contend with competition from a taxi service operating over this route, and this competition has adversely affected the receipts from the Department's service.

#### LAKE WAKATIPU STEAMERS.

			1931-32. £	1930-31. £	Decrease. £
Revenue	..	..	8,013	9,166	—1,153
Expenditure	..	..	10,068	14,064	—3,996
Net loss	..	..	<u>£2,055</u>	<u>£4,898</u>	<u>£2,843</u>

The variations in revenue for the year ended 31st March, 1932, as compared with the previous year are as follow: Passengers, —£358; parcels, +£49; goods, —£842; miscellaneous, —£2.

Passenger journeys totalled 24,863, an increase of 2,101, but the revenue from this source decreased owing to the higher proportion of passengers carried at special excursion fares. Three "day" excursions were run during January and February, and 3,100 passengers travelled by these trips.

The decrease in goods revenue is a reflection of the general decline in business throughout the Dominion.

The total revenue for the past year was £2,354 below the average for the three years 1927, 1928, and 1929.

The decrease in expenditure (£3,996) was due to general economy measures introduced, and to a decrease in overhead charges due to a reduction in the capital account.

The mileage run totalled 24,461 steamer-miles, a decrease of 1,663 as compared with the previous year.

The Board carefully reviewed the position in regard to this service, and concluded that something should be done to improve the financial results. Steps were taken to bring the expenditure down to a minimum consistent with a reasonably adequate service. Further action as principally affecting the tariff was, however, postponed until the Board could have an opportunity of visiting the district. This visit was paid soon after the close of the financial year now under review, and the Board has now placed the lake steamer tariff on a basis which it believes will improve the financial results from the service, while avoiding any unduly high charges for the transport afforded.

#### DEPARTMENTAL DWELLINGS.

			1931-32. £	1930-31. £	Variation. £
Revenue	..	..	138,725	116,256	+22,469
Expenditure	..	..	149,974	178,410	—28,346
Loss	..	..	<u>£11,249</u>	<u>£62,154</u>	<u>—£50,905</u>

The improvement in revenue is due to the increased rentals which were brought into force on 1st February, 1931, as a result of a recommendation of the Royal Commission on Railways (1930).

The average rental per dwelling per annum for the year was £38 2s.

The decrease in expenditure is due to the fact that the capital account was written down by £450,000, thus causing a reduction in depreciation, interest, and insurance.

#### SICK BENEFIT FUND.

The operations of the New Zealand Government Railways Employees' Sick Benefit Fund for the year ended 31st March, 1932, show a surplus of £4,374, compared with a surplus of £4,545 for the previous year. The receipts totalled £26,940, including the departmental subsidy of £8,000, as compared with £29,566 for the previous year, a reduction of £2,636 due to a decrease of 2,219 in membership caused by the reduction in the staff of the Department.

Sick-benefit payments totalled £22,566, as compared with £25,021 for the previous year, a reduction of £2,455. The total membership at 31st March, 1932, was 10,011, as compared with 12,230 in 1931.

#### SUGGESTIONS AND INVENTIONS COMMITTEE.

The Suggestions and Inventions Committee dealt with 1,005 suggestions during the year, as compared with 1,042 during the previous year. Of these suggestions, 85 were recommended for adoption in whole or in part, 354 referred to heads of branches were already in operation or related to policy matters, 481 were not recommended for adoption, and 85 were, at the close of the financial year, under trial or investigation, and were carried forward for future consideration.

Of the 85 suggestions recommended for adoption 14 were in connection with improvements to rolling-stock, 10 were in connection with workshop equipment, 13 referred to matters connected with the Way and Works and Signals Branches, 12 related to traffic operation, while the balance dealt with general matters in connection with railway working.

## STORES BRANCH.

The amount expended in connection with the purchase of stores and material during the year was £1,470,229, and the expenditure was divided as follows:—

	£	s.	d.
To merchants, manufacturers, and others in New Zealand ..	439,949	2	0
Through High Commissioner, London .. ..	137,024	3	3
Material manufactured in railway workshops .. ..	166,147	15	0
Coal and coke .. .. .	630,903	10	8
Stationery .. .. .	18,666	17	8
For manufactured and used material recovered from other railway branches .. .. .	64,529	4	11
Timber from railway sawmill .. .. .	13,008	9	5
	<u>£1,470,229</u>	<u>2</u>	<u>11</u>

The value of stores held at 31st March, 1931, was £705,777, as compared with £867,636 at the end of the previous year.

There was a net decrease in this year's expenditure, as compared with the previous year, of £896,727 15s. 2d., the following decreases being shown:—

	£	s.	d.
To merchants, manufacturers, and others in New Zealand ..	413,106	14	2
Through High Commissioner, London .. ..	193,451	17	8
Material manufactured in railway workshops .. ..	38,882	7	0
Coal and coke .. .. .	20,122	8	4
Stationery .. .. .	38,659	18	4
For manufactured and used material recovered from other railway branches .. .. .	8,708	13	11
	<u>£896,727</u>	<u>15</u>	<u>2</u>

A summary of the purchases and issues of stores, exclusive of coal, for the past six years is as follows:—

Year ended	Purchases. £	Issues. £
31st March, 1927 .. .. .	1,481,003	1,356,654
31st March, 1928 .. .. .	1,542,755	1,656,196
31st March, 1929 .. .. .	1,823,767	1,794,838
31st March, 1930 .. .. .	1,764,987	1,802,366
31st March, 1931 .. .. .	1,716,452	1,743,416
31st March, 1932 .. .. .	852,044	1,018,616

The Board has pursued the policy, which it found in operation on assuming control of the Department, of giving preference in the purchase of its materials, firstly to New Zealand products, and secondly to British Empire products. It has also aimed to steadily reduce the amount of capital locked up in stores stocks, and it will be seen that very substantial progress has been made in this direction during the year. A thorough organization has been developed for careful inspection of stores, with a view to keeping stocks in the best condition and at the lowest quantity consistent with efficiently meeting the requirements of the Department. The problem of slow-moving stores has had careful attention, with a view to seeing that they are dealt with promptly and in a way that will ensure the best results obtainable in the particular circumstances of each case.

The process of bringing control of all stocks of materials under the Stores Branch has been continued, and at the close of the year was nearing completion. This work has been largely influenced by the amalgamations of the various branch workshops which have taken place, and so far as the stores are concerned the arrangements that have been made will make not only for economy in dealing with the custody and issue of materials, but will make for more effective control and a more independent check of purchases and issues. In many cases stores depots have been amalgamated, thus ensuring economy and better order and control. The general reorganization of the Stores Branch has, the Board finds, extended over some years. A review of the position shows that it was a very desirable procedure, and the Board is pleased to be able to record the near completion of the work which, as already mentioned, will be, from every point of view, distinctly advantageous to the Department. The arrangements effectively combine efficiency with economy.

## COAL-SUPPLIES.

The average consumption of coal per week during the year ended 31st March, 1932, was 7,097 tons, which was a decrease of 1,230 tons per week compared with the previous year, and 2,062 tons compared with the year ended 31st March, 1930. A comparison of the purchases of New Zealand and imported fuel for eight years ended 31st March, 1931, is as follows:—

Year.	New Zealand. Tons.	Per Cent. of Total.	Imported. Tons.	Per Cent. of Total.	Total. Tons.
1924-25 .. .. .	94,351	23·16	313,107	76·84	407,458
1925-26 .. .. .	85,393	23·49	278,076	76·51	363,469
1926-27 .. .. .	187,793	49·30	193,163	50·70	380,956
1927-28 .. .. .	288,646	65·50	152,025	34·50	440,671
1928-29 .. .. .	356,724	84·25	66,675	15·75	423,399
1929-30 .. .. .	355,214	74·59	121,037	25·41	476,251
1930-31 .. .. .	367,686	90·00	40,827	10·00	408,513
1931-32 .. .. .	373,335	89·72	42,756	10·28	416,091

The proportion of imported coal included for the year 1931-32 in the above tabulation represents a quantity of coal which was obtained from Newcastle to replenish the reserve stocks of coal held for railway purposes. This was rendered necessary owing to the fact that these reserves were at a very low level, and as they may be held for quite a lengthy period of time it is essential that the coal should be of a kind which will store well. Newcastle coal is pre-eminent in this quality, and the Department may therefore be regarded as being in quite a sound position so far as reserve stocks are concerned. The Board itself has, since it took charge of the Department, not purchased any imported coal, and its policy will be to obtain its supplies to the greatest possible extent from coal mined in New Zealand.

The Board desires to record its hope that the coal-mining industry will appreciate this policy, and show that appreciation by affording the Department the qualities of coal that are best suited to its needs at prices which will fully justify the policy of the Board, having regard to its obligation to manage the business of the Department on economic lines.

#### STAFF.

The total number of staff employed on the 31st March, 1932, including those on works chargeable to capital, was 14,930, as compared with 17,806 for the previous year. The average number actually at work throughout the year was 16,114, as compared with 18,840 the previous year. Of the average number of staff at work during the year 12,528 were permanent and 2,402 were casual employees. The average number of men engaged on works chargeable to capital was 738, as compared with 1,435 during the previous year.

During the year 37 members of the permanent staff were transferred to other Government Departments, 119 resigned, 763 retired on superannuation, 61 died, 143 were dismissed or paid off. Thirty-nine employees were engaged.

Eighty-seven members of the Second Division were promoted to the First Division.

A total of £28,811 was paid under the Workers' Compensation Act during the year to members of the Second Division who suffered injury in the course of their employment.

In the report for the year ended 31st March, 1931, reference was made to the staff adjustments which had been necessary owing to the fall in revenue, and during the past year a continued decline in traffic necessitated the staff position being constantly under review.

In addition to the reduction in business, capital expenditure was also substantially reduced owing to the necessity for the curtailment of such expenditure.

Every effort was made to effect economies by reorganizing and amalgamating positions and by withdrawing staff from stations where train services had been curtailed or traffic conditions warranted the reduction.

In the workshops the decline in the amount of repair work and the reduction in the construction of new rolling-stock necessitated further staff reductions in that branch, and these were carried out during the year as the circumstances warranted.

#### WORKSHOPS.

##### AMALGAMATION OF WORKSHOPS.

The amalgamation of the workshops attached to the Maintenance Branch with the Locomotive Workshops has been continued during the past year. The Penrose shops of the Maintenance Branch have been amalgamated with the locomotive shops at Otahuhu, and at Addington, Dunedin, Invercargill, and East Town the maintenance shops have been amalgamated with the locomotive shops.

##### STAFF (WORKSHOPS BRANCH).

During the past year the staff in the workshops branch has been reduced for the following reasons :—

- (1) A reduction in the construction of new rolling-stock and the completion of orders in hand.
- (2) A general reduction in repair work due to the falling-off in traffic.

The following tabulation shows the staff variation for the past seven years :—

Year.	Permanent Employees.	Casuals	Term Casuals.	Emergency Casuals.	Totals.
1926 .. ..	2,332	494	687	16	3,529
1927 .. ..	2,355	475	674	33	3,537
1928 .. ..	2,241	389	653	44	3,327
1929 .. ..	2,211	413	643	383	3,650
1930 .. ..	2,330	461	664	761	4,216
1931 .. ..	2,317	458	565	333	3,673
1932 .. ..	2,143	240	245	126	2,754

The reduction in the number of men employed and in the volume of work undertaken necessitated a readjustment of the clerical and supervisory staffs, and twenty-one clerical and forty supervisory positions were abolished.

##### OUTPUT OF NEW ROLLING-STOCK.

The rolling-stock turned out during the year comprised 12 Class C shunting-engines, 20 first-class and 39 second-class carriages, 19 bogie horse-boxes, and 427 four-wheeled wagons of various classes.

In addition to the above nineteen new boilers were constructed during the year.

NEW LOCOMOTIVE CONSTRUCTION.

The twelve C Class shunting-engines completed in the workshops during the year were the balance of an order for twenty-four, twelve having been placed in service during the previous year. These engines are giving good service and are proving very satisfactory for the work for which they were specially designed.

A commencement has been made with the construction of the first ten of an order for thirty Class K general-service main-line locomotives, and it is expected that the first of these engines will be completed by November, 1932. The balance of the first year's programme (ten) will be completed at intervals of approximately five weeks each thereafter.

The tractive effort of the locomotives in service during the year compared with 1926 and 1931, is as follows :—

	1926.	1931.	1932.
Number of locomotives in service ..	704	641	647
Total tractive power in pounds ..	11,232,789	10,876,866	11,036,771
Average tractive power per locomotive in pounds .. .. .	15,955	16,984	17,058

During the past year seven engines were scrapped, making a total of 111 obsolete locomotives which have been scrapped since 1926.

APPRENTICES.

The total number of apprentices employed in the Department's workshops at the end of the year was 314. Of this number 259 are receiving instruction in the classes attached to the four main workshops.

In accordance with the Department's policy of encouraging apprentices who have completed their apprenticeship to further their studies, two scholarships were awarded and the two members who were successful are now receiving further technical and drafting experience.

GENERAL.

During the year the Board visited each of the four main workshops and inspected the layout and working thereof. The Board was impressed with the convenience of the layout of the shops and was pleased to note the very high standard of comfort and convenience that was afforded the staff by the workshop arrangements. Financial necessities having considerably restricted the quantity of work available has resulted in the workshops not being occupied to full capacity, but the Board is convinced that, under what might be regarded as normal conditions, the workshops can cope with the work of the Department with economy and efficiency.

TRANSPORTATION.

During the past year it has been necessary on account of the serious decline in passenger and goods traffic to keep all train services under constant review, and, where necessary, reductions and adjustments in services have been made.

The train-mileage for the year (exclusive of shunting and departmental mileage) was 10,168,720, as against 11,281,898 for the previous year, a decrease of 1,113,178 train miles. Of the total train-mileage run 4,440,491 were passenger-miles and 5,728,229 goods-miles, a decrease of 434,159 and 679,019 respectively as compared with the previous year. The particulars of the revenue train-mileage run in the various sections are as follow :—

Section.	1931-32.	1930-31.	Decrease.
Kaihu .. .. .	15,056	16,955	1,899
Gisborne .. .. .	42,863	67,862	24,999
North Island Main Line and Branches .. .. .	6,284,517	6,767,998	483,481
South Island Main Line and Branches .. .. .	3,672,105	4,240,893	568,788
Westport .. .. .	70,963	88,440	17,477
Nelson .. .. .	41,240	48,224	6,984
Picton .. .. .	41,976	51,526	9,550
	10,168,720	11,281,898	1,113,178

TRAIN SERVICES.

The following table shows the average late arrivals of the express, mixed, and suburban trains for the year :—

AVERAGE LATE ARRIVAL OF TRAINS, YEAR ENDED 31ST MARCH, 1932.

Year ended	Period ended													Average for Year in Minutes
	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Jan.	Feb.	March	
Express and Mail Trains.														
1932 .. ..	10.64	2.38	2.20	1.80	1.37	1.57	1.06	1.86	2.11	6.27	3.53	5.61	4.66	3.47
1931 .. ..	8.07	4.90	6.06	5.19	4.17	5.86	1.77	2.08	2.25	5.93	4.41	7.70	4.07	4.80
Long-distance Mixed Trains.														
1932 .. ..	7.85	4.34	4.29	3.85	3.11	3.22	3.22	3.63	3.52	5.14	3.37	4.67	5.49	4.28
1931 .. ..	8.94	8.84	7.72	7.40	6.96	6.70	4.35	4.50	3.99	5.38	4.67	10.37	6.49	6.64
Suburban Trains.														
1932 .. ..	1.43	0.63	0.70	0.48	0.30	0.23	0.28	0.37	0.37	0.41	0.41	0.52	0.48	0.51
1931 .. ..	0.77	0.72	0.81	0.56	0.73	0.38	0.31	0.42	0.49	0.55	0.65	0.63	0.43	0.57

These figures include delays arising from all causes, including slips, floods, washouts, earthquakes, engine and other mechanical failures, and traffic delays at stations.



It will be seen from the foregoing tabulation that the punctuality of the train services improved substantially during the year.

A résumé of the more important alterations to the principal express and passenger trains is as follows :—

The 7.40 p.m. Auckland-Wellington express was rescheduled to leave Auckland daily at 3 p.m. except Sundays. This alteration provides a seven-day-per-week express service from Auckland similar to that from Wellington.

On the Paeroa-Taneatua line the thrice-weekly express service between Taneatua-Tauranga was replaced with a fast mixed service providing connections at Tauranga with the Auckland-Tauranga express.

In the South Island the running of the through express service between Christchurch and Invercargill was restricted to three days per week throughout the whole year, with the exception that during the Christmas and New Year holidays the express trains were run daily.

From September, 1931, the running of the night expresses between Christchurch and Dunedin was curtailed from a thrice-weekly service to a Sunday night service only, which reduction resulted in a saving of 14,000 train-miles during the financial year.

#### GENERAL.

The Ravensbourne - St. Leonards portion of the Dunedin - Port Chalmers duplication was brought into operation on the 3rd May, 1931.

The new goods-shed and shunting-yard at Wellington were brought into use on the 17th August, 1931.

*Improved Cars.*—During the year the construction of sufficient new carriages of the new type was completed to permit of the Auckland-Wellington expresses being made up entirely of these cars.

#### BRANCH LINES.

During the past year the position regarding branch lines and isolated sections has again been reviewed, and various adjustments made where such were considered necessary.

The total operating revenue from the thirty-one branch lines for which separate accounts are kept totalled £325,939, a decrease of £74,679 (18.64 per cent.) compared with the previous year. Passenger revenue decreased by £20,220 (31.83 per cent.) and goods revenue decreased by £43,099 (14.80 per cent.).

The operating expenditure totalled £501,763, a decrease of £102,461 (16.96 per cent.) compared with the previous year.

Owing to the decline in traffic necessitating a curtailment of services, train-mileage for the year totalled 860,799 miles, a decrease of 220,290 (20.3 per cent.) compared with the previous year, and this is one of the principal factors contributing to the decrease in expenditure. Further economies were made in maintenance charges by providing motor-velocipedes for the permanent-way staff on branch lines, thus enabling reductions to be made in this staff. The expenditure in other branches was reviewed from time to time and general economies were made as the conditions warranted. The net loss on branch lines, after allowing for the feeder value, was £125,058, a decrease of £31,331 compared with the previous year.

Interest charges amounted to £451,982, a decrease of £33,530 compared with the previous year. This decrease is due mainly to the non-operation of the Napier-Putorino line during the past year, and the interest charges for this line have not been included in the branch line accounts.

The total loss on branch lines for the past year, including interest charges, was £567,040, a decrease of £74,862 compared with the previous year. This loss represents 40.9 per cent. of the total deficit (including interest) while the mileage of the branch lines was 28.1 per cent. of the total mileage of the railway system.

#### ISOLATED SECTIONS.

The results of operations on isolated sections are as follow :—

*Kaihu.*—Revenue totalled £4,073, a decrease of £1,354 compared with the previous year. The reduction is principally in goods traffic, which declined by £1,187.

Expenditure totalled £6,743, a decrease of £2,182 compared with the previous year. Train-mileage totalled 15,056, a reduction of 1,899 miles.

The operating loss for the year was £2,670, as compared with £3,498 for the previous year.

Traffic on this section has fallen away considerably, due principally to the decline in timber traffic.

*Gisborne.*—Revenue totalled £15,175, a decrease of £9,903 compared with the previous year. The closing of the Ngatapa Extension is responsible for a proportion of the decrease, but the closing of the freezing-works at Waipaoa and the slump in the timber industry are the principal factors contributing to the decrease shown.

Expenditure totalled £25,785, a decrease of £11,511.

Traffic on this section fell to such an extent that it was necessary to reduce the service from twelve return services weekly between Gisborne and Motuhora to six during the winter months. For the summer traffic the services were increased to nine return services per week.

Train-mileage totalled 42,863 miles, as compared with 67,862 in the previous year, a reduction of 24,999.

The operating loss on this section was £10,610, as compared with £12,218 in the previous year, a reduction of £1,608.

*Nelson*.—Revenue totalled £17,174, as compared with £20,423 for the previous year, a decrease of £3,249, due mainly to a decrease in passenger revenue of £1,050 and goods revenue of £1,708.

Expenditure totalled £30,146, a decrease of £7,962 compared with the previous year. During the previous year a curtailment of train services was found necessary in view of the falling-off in business, and train-mileage was reduced by 12,437 miles. During the past year the Glenhope-Kawatiri Extension was closed (in July), and the cessation of running over this portion of the line enabled the locomotive depot at Glenhope to be closed. It was also found necessary to reduce the train service between Nelson and Belgrove by one return service per week.

Compared with the previous year, a further reduction of 6,984 train-miles has been made.

The decrease in expenditure is due to the various economies made possible by the curtailment of services.

The operating loss on this section was £12,972, as compared with £17,685 in the previous year, a reduction of £4,713.

*Picton*.—The revenue on this section totalled £30,894, a decrease of £3,398 compared with the previous year.

Expenditure totalled £32,911, a decrease of £9,963 compared with the previous year. The services on this section were reviewed in the year 1930-31, and various adjustments made resulting in a decrease of 20,818 train-miles. During the past year a number of further economies were introduced, resulting in the train-mileage being further reduced by 9,550 miles.

The reduction in expenditure is due to the decreased train-mileage and to a number of other economies which were carried out during the year.

The operating loss on this section was £2,017, as compared with a loss of £8,582 in the previous year.

*Westport*.—The revenue from this section totalled £77,882, as compared with £115,726 in the previous year, a decrease of £37,844. The principal decline is in coal traffic, the tonnage of which in the past year was 340,922 tons, as compared with 521,818 tons in 1931, and 634,276 tons in 1930.

Expenditure totalled £70,658, a reduction of £22,367 compared with the previous year. Train-mileage totalled 70,963, a reduction of 17,477 miles compared with the previous year, the principal portion of the reduced mileage being a reflection of the decrease in coal traffic. During the year passenger accommodation was cancelled on trains previously scheduled as goods trains with car attached, thus enabling additional tonnage to be conveyed by such trains and at the same time enabling certain goods trains to be cancelled when the loading was not sufficient to warrant their running.

The operating profit on this section for the year was £7,224, as compared with £22,701 in the previous year.

#### RAILWAYS PUBLICITY BRANCH.

The year has been one of increasing effort to bring to the public the fullest possible realization of the importance of the railways to national welfare and the great service which they are performing, and the still greater service which they are capable of rendering to the public of New Zealand if they are used to the fullest extent possible in meeting the transport needs of the community.

An endeavour has been made to put before the public in the most straightforward and concise manner possible the whole facts of the case in regard to the direct relation of railway transport to national welfare.

In carrying through the work, besides direct advertising in the principal publications of the Dominion, a series of special articles has been released, dealing pertinently with the principal factors in the situation, and giving detailed particulars of the kind and quality of transport facilities which the railways can offer to the public in passenger, parcels, and general freight traffic.

An important feature of the year's work has been a further development of co-operation with the Department of Industries and Commerce, Tourist and Publicity, in joint advertising for hostels and localities in which that Department is directly interested, and with local bodies and business people interested in the promotion of travel within the Dominion. This has formed the basis of a "See New Zealand" movement directed to induce people who might otherwise seek relaxation and interest in travel overseas to realize that New Zealand itself has more to offer in the way of variety of scenery, features of historical interest, and general all-round tourist attractions than can be found elsewhere in an equal space or that can be reached with anything like the same low total expenditure.

In both the general railway publicity campaign and that for the stimulation of travel, use has been made of pictorial representation by hoarding, poster, and screen.

The very wide range of photographs which the Photography Division has available—a supply which is constantly increasing—is being frequently used by the press of the Dominion for special publication purposes, and the blocks which the Department itself prepares are in constant demand for use in other publications, where they prove mutually advantageous both in improving the appearance of such publications and in stimulating interest in travel.

During the year a number of illustrated "Seeing New Zealand by Rail" folders have been prepared, and a total of one hundred thousand copies distributed; a two-colour "Economy" folder was distributed to every member of the service; and a special household distribution was made of a two-colour pamphlet on suburban fares and services.

The control organization of the Publicity Branch maintains close co-operation with district officers in order that the facilities for the comprehensive planning of campaigns and the preparation of art work, blocks, &c., which are available at headquarters, may be used to the fullest extent possible in achieving effective publicity in connection with all types of local events, scenic attractions, and health resorts.

Principal events, such as those at Christmas, Easter, and school-vacation periods are completely covered from headquarters. By this means the most effective use of facilities for planning and executing such campaigns is made, and a more economical general result with increased publicity is obtained.

The objects which the Board has sought to achieve through the Publicity Branch may be summarized thus :—

- (1) Selling railway service as the safest and most economical form of transport.
- (2) Educating the general public—the owners of the railways — on the national aspects of transport and the undeniable importance of an adequate railway system to safeguard primary and secondary industries and the national welfare.
- (3) Helping to strengthen the spirit of co-operation throughout the service, which has now a staff approximating fifteen thousand.

The amount expended on publicity during the year was £13,409, as compared with £19,183 during the previous year.

*Railways Magazine.*—A phase of the Department's activities in connection with publicity to which the Board has given careful consideration is the *Railways Magazine*. That the magazine has a publicity value is, of course, self-evident. The main question that the Board had to consider, therefore, was whether that value was commensurate with the expenditure involved. The net cost of the magazine last year, including all overhead charges, was £2,255. For this the Department obtained eight issues of 20,000 per issue. The net cost per copy works out at 3-38d.

The net cost of the magazine has been a steadily decreasing one, as is shown by the figures for the last five years, particulars of which are as follows: 1927-28, £6,267; 1928-29, £5,254; 1929-30, £5,208; 1930-31, £3,049; 1931-32, £2,255.

The Board will, of course, aim to progressively reduce the cost of the magazine, and it has resolved that for the current year the publication be continued.

#### WAY AND WORKS BRANCH.

The following are the principal features connected with the operations of the Way and Works Branch during the year :—

<i>Permanent-way.</i> —The relaying done during the year was as follows :—	Miles.
Main line and branches, 53 lb., 55 lb., 56 lb., 65 lb., and 70 lb., relaid with 70 lb. new material .. .. .	25 $\frac{3}{4}$
Main line and branches relaid with second-hand material 53 lb., 55 lb., 56 lb., and 70 lb. .. .. .	3
Total .. .. .	28 $\frac{3}{4}$

*Branch Lines.*—During the year a number of motor-velocipedes have been supplied to gangs on branch lines and have proved very satisfactory and have considerably reduced the labour charges for track maintenance.

*Sleepers.*—The number of new sleepers placed in the track during the year was 160,350.

*Ballasting.*—There were placed on the track 133,572 cubic yards of ballast.

*Slips, Floods, &c.*—Slips near Hoteo on the North Auckland line on the 30th April, 1931, blocked the line for one and a half hours. On the 24th July, 1931, a slip between Waikino and Karangahake caused delay to trains, and on the 30th July, 1931, a slip occurred at Purewa Tunnel on the Auckland-Westfield deviation, which caused traffic to be diverted via Newmarket for one day.

On the 4th April, 1931, a washout occurred at 47 m. 14 ch., Wairarapa line, at south approach of bridge No. 49 (between Fernside and Woodside), and traffic was blocked from early morning on the 4th April, 1931, to 8.30 a.m. on the 5th April, 1931.

A washout took place between 13 m. 20 ch. and 13 m. 60 ch., Pieton Section (between Tuamarina and Spring Creek), on the 4th April, 1931, and delayed traffic.

A slip of about 400 cubic yards of rock came down at 34 m. 66 ch., Wairarapa line (between Summit and Cross Creek), on the 11th April, 1931. Traffic was blocked from 1.40 p.m. on the 11th April, 1931, until 5.30 p.m. on the 12th April, 1931.

On the 11th April, 1931, during a heavy southerly gale, the waves broke over the sea-wall between Kaiwarra and Petone. Ballast was scoured out in a few places and trains were diverted to "up" main line from 9 p.m. on the 11th April, 1931, until the following morning.

A number of washouts occurred between 4 m. 10 ch. and 15 m. on Gisborne Section on the 13th and 14th February, 1932, causing delay to traffic.

On the 31st July, 1931, a small slip took place in a cutting at 275 m. 5 ch., main line (between Mangaweka and Utiku), and delayed traffic for thirty-five minutes.

On the 1st August, 1931, slips occurred at 273 m. 5 ch. and 275 m. 10 ch. (between Mangaweka and Utiku), blocking the line and delaying traffic for about five hours.

On the 12th August, 1931, a small slip occurred at 275 m. 8 ch. (between Mangaweka and Utiku), causing traffic delay of forty minutes.

On the 3rd April, 1931 (Good Friday), following a heavy storm in the Tararua Ranges, what was probably the heaviest flood in the history of Otaki developed in the Otaki River. The actual damage to track and formation was not great, but traffic was completely interrupted for twenty-six hours. Flood protective works have since been constructed at Otaki River.

On the 10th July, 1931, a washout occurred at 159 m. 30 ch. (between Kai-Iwi and Maxwell) and traffic was completely blocked for four hours.

A heavy snowfall occurred at Arthur's Pass on the 8th July, 1931, and seriously interfered with the running of trains.

Owing to heavy rainfall on the West Coast during January, 1932, several washouts and slips occurred on Rewanui, Hokitika, Reefton, and Midland lines, but only minor delays to trains were occasioned.

On the 2nd September, 1931, about 2,000 cubic yards of rubble and clay came down on the track at 20 m. 50 ch., Otago Central Branch (between Deep Stream and Flat Stream). Traffic was blocked from early on the 2nd to 10 a.m. on the 4th September. On the afternoon of the 1st October another heavy slip occurred at this locality. The cutting was filled to a depth of 14 ft. over the rails and approximately  $1\frac{1}{2}$  chains of track was covered. All traffic was suspended until the morning of the 5th idem.

As a result of exceptionally heavy rains during the week preceding, a number of slips and washouts occurred between Timaru and Dunedin on the 20th February, 1932. The principal damage was bridge No. 67 (Pareora River) partially washed away, and traffic was blocked until 2 p.m. on 25th February. About 120 ft. of the northern approach to Bridge No. 72 (Otaio River) was scoured for a depth of 18 ft. At 173 m. 7 ch. a dry stone wall under new filling on deviation on Otepopo Bank was pushed out, causing track to subside.

*Buildings.*—Buildings have been maintained in good repair. Houses at Kakahi, Rangataua, Porewa, Maxwell, Blenheim, Mitcham, and Waimahaka were destroyed by fire, and houses at Helensville, Waimiha, and Studholme received minor damage from the same cause.

*Railway Improvements.*—The principal works carried out during the year were as follow :—

Auckland: The whole of the work in connection with the station, goods-sheds, yard, roading, fencing, appliances, &c., has now been completed. The flooring of the new car and wagon depot was completed, and all the machinery has been installed.

Wellington: The new goods shed and yard were completed during the year.

Ravensbourne: St. Leonards duplication—this work was completed and the change-over to the new lines effected on the 3rd May, 1931. The old main line has been lifted, and the old structures have also been removed.

*Amalgamation of Workshops.*—During the year the workshops at Auckland, Wanganui, Christchurch, Dunedin, and Invercargill, which had been operated by the Way and Works Branch, were amalgamated with the locomotive shops.

*Bridge Reconstruction Work.*—The work of strengthening and renewing bridges has been proceeded with during the past year.

On the North Auckland line the Ahuroa Bridge has been reconstructed with steel girders on concrete piers, and on the Marton—New Plymouth Section the reconstruction of the Turakina and Waitotara Bridges has been completed, while the work of reconstructing the Patea Bridge is nearing completion. The strengthening of the Tokomaru, Manawatu, and Rangitikei Bridges has been completed, and work has been commenced on the Makohine Viaduct. The girders of the Waipukurau Bridge have been strengthened and similar work is in hand on the Waipawa Bridge.

In the South Island the reconstruction of the Ophi Bridge has been in hand during the year and will be completed during the current year. The old timber-work in the Bushey Bridge has been replaced with steel girders and similar replacements are in hand on the Otaio Bridge and Clutha Viaduct. The strengthening of the girder spans in bridges on the Otago Central line is also making satisfactory progress.

*Additions to Open Lines.*—The expenditure under this account was £5,160, and the works carried out consisted of alterations and renewals at locomotive depots, decking of bridges, alterations to sidings, and general improvements.

*Expenditure.*—The Way and Works expenditure charged to working-expenses amounted to £307 per mile, as compared with £346 in 1930–31, £347 in 1929–30, £340 in 1928–29, and £359 in 1927–28.

*Mileage.*—The mileage of track open for traffic on the 31st March was 3,245 m. 2 ch.

The Napier—Putorino Extension, Glenhope—Awatiri Extension, and Ngatapa Branch were closed during the year, and the Cape Foulwind Branch, on the Westport Section, was handed over to the Marine Department.

## SIGNAL AND ELECTRICAL BRANCH.

The following is a summary of the principal activities of the Signal and Electrical Branch during the year :—

### SIGNALLING.

*Ravensbourne—Sawyers Bay.*—Automatic signalling has been installed as follows: Ravensbourne to St. Leonards, double line, 2 m. 13 ch.; St. Leonards to Sawyers Bay, single line, 2 m. 33 ch.; power interlocking, St. Leonards. Automatic points at St. Leonards, which reverse automatically for a train to enter the single line whilst the station is "switched out" were installed, and have given every satisfaction.

*North Island Main Trunk Line.*—Signalling and interlocking with electrical point movements and fouling protection have superseded fixed signals at Porootarao, Raurimu, Pokaka, Horopito, and Hihitahi.

*Manual Control of Departure Signals.*—At attended crossing-stations in the automatic-signalling areas, equipment for manual control of departure signals has been installed.

*Shunt Signals.*—In accordance with the amended rules and regulations, all shunt signals have been equipped with a yellow indication in place of green.

*General.*—Alterations and additions to existing signalling and interlocking have been carried out at Whangarei, Kioreroa Bridge, Auckland, Aramoho, Thorndon, Lambton, Sawyer's Bay, and Ravensbourne. Mount Albert and Westfield have been converted to "switch-out" stations.

Extensive maintenance renewals were found necessary and have been carried out to the Christchurch Tramway crossing interlockings at Colombo Street, Antigua Street, Lincoln Road, Riccarton Road, and Fendalton Road.

The total number of signalling installations is as follows :—

Miles of single-line automatic signalling	..	..	..	190 m. 41 ch.
Miles of double-line automatic signalling	..	..	..	63 m. 14 ch.
Automatic crossing-loops	..	..	..	33
Automatic switch-locked sidings	..	..	..	34
Power interlockings	..	..	..	27
Mechanical interlockings	..	..	..	100
Interlocked tramway crossings	..	..	..	7
Mechanical fixed signal and Wood's locked stations	..	..	..	308
Tablet-locked sidings	..	..	..	270

*Block-working.*—During the year Mount Albert and Hangatiki have been converted from ordinary to switch-out tablet stations. Sergeant's Hill, Burkes, and Ravensbourne tablet stations have been closed during the year owing to their being superseded by automatic signalling and other causes.

A bank engine key has been installed at Westport.

The present position in regard to block-working is as follows :—

Total mileage equipped with tablet instruments	..	..	..	1,597
Number of tablet instruments in use	..	..	..	855
Number of tablet stations	..	..	..	360
Number of tablet exchangers	..	..	..	318
Mileage of double line worked by lock and block	..	..	..	15
Number of stations	..	..	..	13
Number of instruments	..	..	..	26

#### TELEGRAPH AND TELEPHONE FACILITIES.

The outstanding result of the year's activities on the communication circuits has been the greatly increased range of both telegraph and telephone services in both Islands, together with the efficiency that is now obtainable on the new circuits.

The rebuilding programme of 1928–29 has been continued, and now, as a result of this work, it will be possible to instal modern types of apparatus over long-distance communication lines. This work will be continued during the forthcoming year, together with a replacement of obsolete instruments.

In the North Island approximately 220 miles of pole-line were rebuilt and in the South Island 230 miles were rebuilt and sixty miles strengthened to meet the needs of new circuits. In addition to renewing over 2,000 miles of old iron wire with copper conductors, 2,044 miles of copper wire for new circuits have been erected.

Train-control services have been extended between Ohakune and Marton Junctions and from Oamaru to Balclutha, with an intercall selective system between Balclutha and Invercargill. The main line in the South Island is now being worked under train-control from Culverden to Invercargill, with control stations at Christchurch and Dunedin.

In the North Island it is anticipated that the final train-control section, Frankton Junction to Ohakune Junction, will be completed in September, 1932, and train-control will then be in operation between Auckland and Wellington.

Additional long-distance telephone circuits have been made from existing lines or provided when rebuilding, and these, coupled with the small telephone exchangers or switching facilities at terminal stations, are providing for efficient long-distance conversations over all parts of the railway system.

During the year a telephone exchange was installed at Frankton Junction and a larger exchange installed at Ohakune Junction; also switching facilities were made at Marton, Palmerston North, Morrinsville, Oamaru, and Balclutha.

The Otago Central Branch telephone service was converted from earth to metallic circuit, and telegraph communication was superimposed over the circuit.

The Morse services in both Islands were reorganized and co-ordinated to give more central distribution of work, elimination of retransmission at intermediate offices, and direct circuits over longer distances.

In the North Island Auckland and Wellington were directly linked with a through circuit, and from these terminals further channels were provided to subsidiary circuits.

In the South Island this Department in the past has rented numerous lines from the Post and Telegraph Department, but by means of a rearrangement of lines a number of the rented services have now been relinquished and the circuits co-ordinated to give distribution from Christchurch and Dunedin only.

Full preparations have been made for the commencement of permanent work from Wellington to Paekakariki when the electrification work commences. In the meantime the section of line from Paekakariki to Palmerston North has been rebuilt, with extra circuits.

From Napier to Takapau the line has been rebuilt and preparations made for the installation of a selective telephone system which will ultimately link with the Wellington–Wanganui train-control system at Palmerston North.

The statistics of communication facilities are as follow :—

Morse instruments	..	..	..	..	..	194
Telephones	..	..	..	..	..	2,553
Miles of wire	..	..	..	..	..	15,564
Miles of poles	..	..	..	..	..	3,052
Railway exchanges—						
Automatic	..	..	..	..	..	5
Manual	..	..	..	..	..	7
Public exchange connections	..	..	..	..	..	551

#### LEVEL-CROSSING ALARMS.

Warning signals have been installed at the following level crossings :—

Station.	Milage.	Type.
Otorohanga (Ranfurly Street) ..	113 m. 70 ch.	Flashing lights.
Petone (Gear Co.'s Siding, Hutt Road) ..	6 m. 37 ch.	Flashing lights.

The wig-wag warning signal at Waitara Road, 3 m. 25 ch., Waitara Branch, has been dismantled owing to the provision of an overbridge.

A number of existing level-crossing alarms have been equipped with trickle-charged secondary batteries which have considerably reduced the use of more expensive primary batteries. The total number of level crossings now fitted with warning-devices is 123.

#### ELECTRICAL RETICULATION.

During the year a number of motor installations were completed at various workshops and locomotive depots. The installation of electric lighting was completed at a number of stations buildings, yards, and workshops. At the close of the year a total of 2,194 dwellings and 335 railway-stations were electrically lighted and 13 station yards equipped with flood lighting.

#### CONCLUSION.

In formulating this report the Board has, in order mainly to facilitate comparisons, followed generally the form of previous railway statements. The Board has, in view of the present need for the strictest economy, felt compelled to compress the report into the smallest compass that would enable a reasonable measure of information to be afforded regarding the working of the Department during the financial year under review. It has been difficult, however, in the space available, to convey a wholly adequate impression of the activities of the Board and the Department during the year. The year's work has been one of great intensity. This was due not only to the difficult conditions prevailing, but also to circumstances that were inseparable from such a radical change in the form of the administration of the Department and to the large amount of work that was involved in carrying out certain of the statutory duties imposed upon the Board, the chief of which from the point of view of the year's work was the investigation and report that the Board was required to make regarding new lines. Many matters have been reviewed, the more important of which have been touched upon in the report. There are many other matters which have also been brought under the Board's notice, and final decisions have either been come to thereon or the matters are still under action.

In conclusion, the Board desires to express its appreciation of the loyal support which it has had from the Executive and the staff of the Department during the year. The Board has been pleased to receive from the public many expressions of appreciation of the obliging and courteous attention of the members of the staff in their desire to give service of a standard that will ensure satisfaction to the public. It has been greatly impressed to find the quantity of data which is available in the Department's records on practically every subject that the Board has had occasion to bring under review. The Board is glad to be able to state that the Department's organization is such that the most authentic and up-to-date information on all matters that might affect the working of the Department is being diligently collated in a form that makes it readily available at short notice.

The Board desires also to express its appreciation of much friendly and constructive criticism and co-operation from the press and the public generally. It is a cardinal feature of the Board's policy to keep an open mind on every subject with which it has to deal and to receive and endeavour to appraise at its full value every point of view that might be made available to the Board. It is therefore keenly sensible of the advantage of having every shade of opinion adequately represented to it.

In witness thereof the official seal of the  
Government Railways Board was hereto  
affixed by resolution of the Board in the  
presence of—

[L.S.]

H. H. STERLING, Chairman

JAMES H. GUNSON

GEO. W. REID

EDWARD NEWMAN

DANIEL REESE

}  
Members } Government Railways  
Board.

## RESULTS OF WORKING.

The following is a statement of the results of working for the past five years:—

PARTICULARS.	Year ended 31st March,				
	1932.	1931.	1930.	1929.	1928.
Total miles open for traffic .. ..	3,315	3,322	3,287	3,287	3,180
Average miles open for year .. ..	3,315	3,303	3,287	3,254	3,178
Capital cost of opened and unopened lines	£59,055,701	£68,679,025	£65,526,089	£62,276,214	£58,797,458
Capital cost of open lines .. ..	£51,424,883	£60,545,154	£57,787,671	£56,568,598	£51,187,376
Capital cost per mile of open lines ..	£15,513	£18,226	£17,581	£17,210	£16,097
Gross earnings .. ..	£6,508,948	£7,571,537	£8,279,914	£8,747,975	£8,524,538
Working-expenses .. ..	£5,670,955	£6,882,810	£7,358,859	£6,849,383	£6,685,123
<b>NET EARNINGS .. ..</b>	<b>£837,993</b>	<b>£688,727</b>	<b>£921,055</b>	<b>£1,898,592</b>	<b>£1,839,415</b>
Interest charges .. ..	£2,221,465	£2,255,345	£2,132,324	£2,331,335	£2,130,867
Deficit .. ..	£1,383,472	£1,566,618	£1,211,269	£432,743	£291,452
<b>PERCENTAGE OF TOTAL WORKING-EXPENSES TO GROSS EARNINGS</b>	<b>87·13</b>	<b>90·90</b>	<b>88·88</b>	<b>78·30</b>	<b>78·42</b>
<b>PERCENTAGE OF NET EARNINGS TO CAPITAL INVESTED .. ..</b>	<b>1·64</b>	<b>1·16</b>	<b>1·61</b>	<b>3·45</b>	<b>3·64</b>
Railway operating earnings .. ..	£5,788,965	£6,781,388	£7,473,993	£7,524,864	£7,343,845
Railway operating expenses .. ..	£5,301,653	£6,406,143	£6,848,026	£6,374,579	£6,302,119
<b>NET RAILWAY OPERATING EARNINGS</b>	<b>£487,312</b>	<b>£375,245</b>	<b>£625,967</b>	<b>£1,150,285</b>	<b>£1,041,726</b>
<b>PERCENTAGE OF RAILWAY OPERATING EXPENSES TO EARNINGS</b>	<b>91·58</b>	<b>94·47</b>	<b>91·62</b>	<b>84·71</b>	<b>85·81</b>
Operating earnings per average mile open	£1,746	£2,053	£2,274	£2,312	£2,310
Operating expenses per average mile open	£1,599	£1,939	£2,083	£1,959	£1,983
<b>NET OPERATING EARNINGS PER AVERAGE MILE OPEN .. ..</b>	<b>£147</b>	<b>£114</b>	<b>£191</b>	<b>£353</b>	<b>£327</b>
Operating earnings per train-mile ..	d. 136·63	d. 144·26	d. 149·21	d. 162·50	d. 162·62
Operating expenses per train-mile ..	125·13	136·28	136·71	137·66	139·55
<b>NET OPERATING EARNINGS PER TRAIN-MILE .. ..</b>	<b>11·50</b>	<b>7·98</b>	<b>12·50</b>	<b>24·84</b>	<b>23·07</b>
Passengers, ordinary .. ..	6,503,566	7,288,674	8,498,441	9,074,993	9,299,157
Season tickets .. ..	459,063	600,440	667,432	656,169	632,763
Total passenger journeys .. ..	19,155,600	22,813,708	25,413,621	25,574,843	25,379,665
Goods tonnage .. ..	5,272,253	6,409,831	7,233,295	7,086,680	6,854,865
Live-stock tonnage .. ..	552,558	556,498	566,407	535,951	511,897
Train-mileage .. ..	10,168,720	11,281,898	12,022,043	11,113,482	10,838,594
Engine-mileage .. ..	13,845,966	15,618,776	16,735,624	16,150,146	15,383,051

For the current year it is anticipated that the revenue will reach £5,983,000, and the expenditure £5,240,717.





**BALANCE-SHEETS,**

**STATEMENTS OF ACCOUNTS,**

**AND**

**STATISTICAL RETURNS,**

**1932.**



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STATEMENT No. 1.  
CAPITAL ACCOUNT AS AT 31st MARCH, 1932.

[illegible]

NOTE.—Unopened lines are under the control of the Public Works Department, and all expenditure out of the Public Works Fund in connection therewith is included in the accounts of that Department.

Since the accounts were closed it has been ascertained that the figures supplied and included in the Capital Account in respect of cost of raising loans for year ended 31st March, 1932, were overstated by £1,434 14s. 5d. The necessary adjustments will be made in next year's accounts.





**STATEMENT NO. 3.**  
**INCOME AND EXPENDITURE IN RESPECT OF RAILWAY OPERATION, YEAR ENDED 31ST MARCH, 1932.**

EXPENDITURE.	See Abstract.	1931-32.		1930-31.		Per Cent. of Operating Revenue.		REVENUE.	See Statement No.	1931-32.		1930-31.	Per Cent. of Operating Revenue.	
		£	s. d.	£	s. d.	1931-32.	1930-31.			£	s. d.	£	s. d.	1931-32. 1930-31.
Maintenance of way and works .. ..	A	997,629	7 11	1,150,328	17 4	17.23	16.97	Passengers, ordinary .. ..	..	17	17	1,531,376	6 2	19.68
Maintenance of signals and electrical appliances .. ..	B	107,583	16 0	104,463	13 10	1.86	1.54	Passengers, season tickets .. ..	..	17	17	247,349	0 10	3.47
Maintenance of rolling-stock .. ..	C	1,270,584	15 5	1,502,698	10 8	21.94	22.16	Parcels, luggage, and mails .. ..	..	17	17	359,276	6 6	5.46
Examination, lubrication, and lighting of vehicles .. ..	D	59,618	13 10	77,645	12 5	1.03	1.15	Goods .. ..	..	17	17	4,487,357	4 11	69.43
Locomotive transportation .. ..	E	1,195,150	10 5	1,517,026	2 6	20.64	22.38	Labour, demurrage, &c. .. ..	..	17	17	156,028	16 0	1.96
Traffic transportation .. ..	F	1,424,520	5 4	1,798,489	18 8	24.60	26.52							22.58
General charges .. ..	G	69,279	18 9	87,700	11 5	1.20	1.29							3.64
Superannuation subsidy .. ..														5.30
Less amount allocated to subsidiary services, &c. .. ..														66.18
		8,235	0 10											2.30
	G	177,285	3 10	167,790	4 5	3.06	2.47							
Total operating expenses .. ..	..	5,301,652	11 6	6,406,143	11 3	91.56	94.48							
Net operating revenue .. ..	..	487,312	10 8	375,244	3 2	8.44	5.52							
	..	5,788,965	2 2	6,781,387	14 5	100.00	100.00		..			6,781,387	14 5	100.00
										5,788,965	2 2			100.00

Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.	Total.	Per Mile of Rail- way.

ABSTRACT A.—MAINTENANCE OF WAY AND WORKS.

General expenses—	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Branch .. ..	8	0.3	34	0.6	7,565	5.2	4,827	3.0	172	4.8	40	0.6	69	1.2	12,715	3.8
District .. ..	88	3.7	447	7.5	20,177	13.9	15,460	9.5	446	12.4	372	5.8	456	8.1	37,446	11.3
Road-bed .. ..	764	31.8	2,871	47.9	85,144	58.8	76,932	47.3	2,879	80.0	3,639	56.9	3,070	54.8	175,299	52.9
Track renewals ..	1,746	72.7	5,179	86.2	248,385	171.4	226,585	139.4	6,066	168.4	4,668	72.9	5,038	90.0	497,667	150.1
Ballasting .. ..	66	2.8	18	0.3	20,139	13.9	6,875	4.2	3	0.1	142	2.2	21	0.4	27,264	8.2
Slips and floods ..	167	7.0	2,138	35.6	15,194	10.5	16,678	10.3	305	8.5	506	7.9	923	16.5	35,911	10.8
Fences, gates, cattle-stops	1	..	428	7.1	6,894	4.8	7,137	4.4	109	3.0	575	9.0	164	2.9	15,308	4.6
Roads, level-crossings, and approaches	1	..	40	0.7	2,871	2.0	2,684	1.7	29	0.8	42	0.7	43	0.8	5,710	1.7
Bridges, viaducts, culverts, &c.	404	16.8	1,839	30.7	53,381	36.8	33,586	20.7	736	20.4	1,064	16.6	1,532	27.4	92,542	27.9
Water-services, cranes, weigh-bridges, &c.	10	0.4	73	1.2	7,719	5.3	5,957	3.7	2,587	71.9	103	1.6	95	1.7	16,544	5.0
Wharves .. ..	1	..	..	..	69	..	2	..	4,267	118.5	..	..	28	0.5	4,367	1.3
Cattle-yards, loading-banks, platforms, and coal-stages	..	..	40	0.7	3,889	2.7	2,832	1.7	14	0.4	45	0.7	98	1.7	6,918	2.1
Operation buildings ..	140	5.8	272	4.5	41,672	28.8	25,750	15.8	780	21.7	656	10.3	218	3.9	69,488	21.0
Betterments .. ..	..	..	..	..	329	0.2	121	0.1	..	..	..	..	..	..	450	0.1
	3,396	141.3	13,379	223.0	513,428	354.3	425,426	261.8	18,393	510.9	11,852	185.2	11,755	209.9	997,629	300.8
Per cent. of operating revenue	83.38		88.16		14.91		19.33		23.62		69.01		38.05		17.23	
Per cent. of operating expenditure	50.36		51.89		16.79		20.48		26.03		39.32		35.72		18.82	
Per train-mile (pence)	54.13		74.91		19.61		27.80		62.21		68.97		67.21		23.55	

ABSTRACT B.—MAINTENANCE OF SIGNALS AND ELECTRICAL APPLIANCES.

General expenses ..	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Signals and interlocking ..	7	0.3	24	0.4	5,630	3.9	3,549	2.2	122	3.4	28	0.5	49	0.9	9,409	2.8
Automatic and power signalling ..	..	..	3	0.1	12,933	8.9	11,120	6.8	224	6.2	8	0.1	2	..	24,290	7.4
Level-crossing signals ..	..	..	..	..	5,469	3.8	4,771	2.9	..	..	..	..	..	..	10,240	3.1
Instruments, block-working, tablets, &c. ..	..	..	..	..	1,430	1.0	1,135	0.7	..	..	..	..	..	..	2,565	0.8
Overhead lines, block-working, tablets, &c. ..	..	..	11	0.2	9,747	6.8	6,093	3.7	147	4.1	10	0.2	9	0.2	16,017	4.8
Overhead lines, automatic signalling ..	26	1.1	14	0.2	11,083	7.7	9,822	6.1	36	1.0	7	0.1	8	0.1	20,996	6.4
Electric lighting used in operation ..	..	..	..	..	2,657	1.8	2,749	1.7	40	1.1	..	..	..	..	5,406	1.6
Overhead electrification and bonding ..	..	..	13	0.2	5,117	3.5	4,502	2.8	..	..	2	..	18	0.3	9,692	2.9
Electric-power appliances ..	..	..	..	..	..	..	3,125	1.9	..	..	..	..	..	..	3,125	0.9
Signal Branch buildings ..	..	..	..	..	2,284	1.6	1,795	1.1	152	4.2	..	..	..	..	4,231	1.3
Betterments .. ..	..	..	..	..	795	0.5	796	0.5	2	0.1	..	..	..	..	1,593	0.5
	..	..	..	..	20	..	..	..	..	..	..	..	..	..	20	..
	33	1.4	65	1.1	57,165	39.5	49,457	30.4	723	20.1	55	0.9	86	1.5	107,584	32.5
Per cent. of operating revenue	0.81		0.43		1.66		2.25		0.93		0.32		0.28		1.86	
Per cent. of operating expenditure	0.49		0.25		1.87		2.38		1.02		0.18		0.26		2.03	
Per train-mile (pence)	0.53		0.36		2.18		3.23		2.45		0.32		0.49		2.54	



Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.

## ABSTRACT C.—MAINTENANCE OF ROLLING-STOCK.

General expenses—	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Branch .. ..	11	0.2	42	0.2	9,589	0.4	6,043	0.4	209	0.7	47	0.3	86	0.5	16,027	0.4
District .. ..	..	..	..	..	3,292	0.1	2,812	0.2	..	..	..	..	..	..	6,104	0.1
Locomotives.. ..	77	1.2	1,123	6.4	355,092	13.6	185,348	12.1	4,932	16.7	2,257	13.0	1,572	9.0	550,401	13.0
Cars .. ..	98	1.6	399	2.2	137,173	5.2	73,388	4.8	993	3.4	285	1.7	821	4.7	213,157	5.0
Vans and postal vans	40	0.6	89	0.5	24,393	0.9	12,869	0.8	332	1.1	96	0.6	199	1.1	38,018	0.9
Wagons .. ..	184	2.9	1,753	9.8	230,214	8.8	173,876	11.4	9,336	31.6	916	5.3	1,698	9.7	417,977	9.9
Service vehicles ..	6	0.1	35	0.2	4,565	0.2	3,709	0.2	129	0.4	17	0.1	30	0.2	8,491	0.2
Tarpaulins, ropes, and nets	32	0.5	91	0.5	12,463	0.5	7,235	0.5	183	0.6	49	0.3	357	2.0	20,410	0.5
	448	7.1	3,532	19.8	776,781	29.7	465,280	30.4	16,114	54.5	3,667	21.3	4,763	27.2	1,270,585	30.0
Per cent. of operating revenue	11.00		23.28		22.56		21.14		20.69		21.35		15.42		21.94	
Per cent. of operating expenditure	6.64		13.70		25.40		22.40		22.81		12.16		14.47		23.97	
Per mile of railway £	19		59		536		286		448		57		85		383	

## ABSTRACT D.—EXAMINATION, LUBRICATION, AND LIGHTING OF VEHICLES.

Examination and lubri- cation of cars, vans, and wagons	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Gas lighting of vehicles	29	0.5	78	0.4	17,004	0.7	14,032	0.9	723	2.4	139	0.8	116	0.7	32,121	0.8
Electric lighting of vehicles	4	0.1	28	0.2	8,240	0.3	3,250	0.2	154	0.5	56	0.3	84	0.5	11,816	0.3
Depot expenses ..	..	..	..	..	8,151	0.3	2,457	0.2	..	..	..	..	..	..	10,608	0.3
	2	..	..	..	2,633	0.1	2,439	0.2	..	..	..	..	..	..	5,074	0.1
	35	0.6	106	0.6	36,028	1.4	22,178	1.5	877	2.9	195	1.1	200	1.2	59,619	1.5
Per cent. of operating revenue	0.86		0.70		1.05		1.01		1.13		1.13		0.65		1.03	
Per cent. of operating expenditure	0.52		0.41		1.18		1.07		1.24		0.65		0.61		1.12	
Per mile of railway £	1.5		1.8		24.9		13.6		24.4		3.1		3.6		18.0	

## ABSTRACT E.—LOCOMOTIVE TRANSPORTATION.

General expenses, district	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Depot supervision ..	..	..	3	..	4,339	0.2	4,051	0.3	..	..	..	..	..	..	8,390	0.2
Wages, allowances, and expenses	595	9.4	1,351	7.6	251,307	9.6	155,378	10.2	4,975	16.8	1,672	9.7	2,307	13.2	417,585	9.9
Fuel .. ..	499	8.0	2,687	15.1	377,212	14.4	181,208	11.7	3,770	12.8	2,517	14.7	2,948	16.9	570,841	13.5
Water .. ..	8	0.1	61	0.3	12,929	0.5	5,359	0.4	87	0.3	108	0.6	47	0.3	18,599	0.4
Stores .. ..	17	0.3	83	0.5	12,067	0.5	7,663	0.5	226	0.8	69	0.4	90	0.5	20,215	0.5
Shed-expenses ..	212	3.4	366	2.0	73,903	2.8	46,050	3.0	2,212	7.5	315	1.8	653	3.7	123,711	2.9
	1,331	21.2	4,551	25.5	753,052	28.8	413,624	27.0	11,815	40.0	4,686	27.2	6,092	34.9	1,195,151	28.2
Per cent. of operating revenue	32.68		29.99		21.87		18.80		15.17		27.29		19.72		20.64	
Per cent. of operating expenditure	19.74		17.65		24.62		19.92		16.72		15.54		18.51		22.54	
Per mile of railway £	55		76		520		254		328		73		109		361	

Item.	Kaihu.		Gisborne.		North Island Main Line and Branches.		South Island Main Line and Branches.		Westport.		Nelson.		Picton.		Total.	
	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.	Total.	Per Train- mile.
ABSTRACT F.—TRAFFIC TRANSPORTATION.																
General expenses—	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Branch .. ..	24	0·4	90	0·5	20,592	0·8	13,009	0·9	458	1·5	100	0·6	185	1·1	34,458	0·8
District .. ..	20	0·3	919	5·1	54,293	2·1	38,323	2·5	1,280	4·3	872	5·1	1,118	6·4	96,825	2·3
Station expenses—																
Supervision and office	780	12·4	968	5·4	216,992	8·3	181,329	11·9	2,876	9·8	1,601	9·3	2,488	14·2	407,034	9·6
Platform .. ..	42	0·7	33	0·2	66,587	2·5	34,925	2·3	892	3·0	114	0·7	185	1·1	102,778	2·4
Signalling .. ..	..	..	242	1·4	86,712	3·3	51,219	3·3	1,627	5·5	46	0·3	10	0·1	139,856	3·3
Shunting and mar- shalling yards	36	0·6	177	1·0	94,836	3·6	73,299	4·8	2,867	9·8	349	2·0	521	3·0	172,085	4·1
Goods-sheds and goods-yards	42	0·7	104	0·6	80,266	3·1	73,214	4·8	308	1·0	358	2·1	754	4·3	155,046	3·7
Wharves .. ..	26	0·4	..	..	15,226	0·6	57,201	3·7	7,324	24·9	..	..	2,194	12·4	81,971	1·9
Fuel, water, sta- tionery, and other station expenses	45	0·7	356	2·0	13,174	0·5	9,047	0·6	209	0·7	283	1·6	173	1·0	23,287	0·5
Train expenses—																
Running .. ..	281	4·5	485	2·7	86,364	3·3	56,423	3·7	1,489	5·0	589	3·4	790	4·5	146,421	3·5
Cleaning and heating vehicles	24	0·4	127	0·7	30,033	1·1	17,350	1·1	102	0·3	209	1·2	266	1·5	48,111	1·1
Sleeping-cars ..	..	..	..	..	6,664	0·3	646	0·0	..	..	..	..	..	..	7,310	0·2
Miscellaneous ..	2	..	6	..	3,141	0·1	1,703	0·1	11	..	4,447	25·9	28	0·2	9,338	0·2
	1,322	21·1	3,507	19·6	774,880	29·6	607,688	39·7	19,443	65·8	8,968	52·2	8,712	49·8	1,424,520	33·6
Per cent. of operating revenue	32·46		23·11		22·50		27·61		24·96		52·22		28·20		24·60	
Per cent. of operating expenditure	19·61		13·60		25·33		29·26		27·52		29·75		26·47		26·87	
Per mile of railway £	55		58		535		374		540		140		156		430	

ABSTRACT G.—GENERAL CHARGES.																
Head Office .. ..	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
Departmental buildings	4	0·1	13	0·1	3,011	0·1	1,925	0·1	68	0·2	15	0·1	27	0·2	5,063	0·1
Appeal Board ..	1	..	2	..	415	..	266	..	9	..	2	..	4	..	699	..
Chief Accountant ..	17	0·3	63	0·4	14,206	0·5	9,080	0·6	322	1·2	71	0·4	127	0·7	23,886	0·6
Divisional Superintend- ence—																
North Island ..	..	..	2	..	345	..	221	..	8	..	2	..	3	..	581	..
South Island ..	..	..	1	..	285	..	181	..	6	..	1	..	3	..	477	..
Training School ..	2	..	8	..	1,757	0·1	1,124	0·1	40	0·1	9	0·1	16	0·1	2,956	0·1
Totals ..	49	0·8	182	1·0	41,204	1·6	26,337	1·7	932	3·2	206	1·2	370	2·1	69,280	1·6
Per cent. of operating revenue	1·20		1·20		1·20		1·20		1·20		1·20		1·20		1·20	
Per cent. of operating expenditure	0·73		0·71		1·35		1·27		1·32		0·68		1·12		1·31	
Per mile of railway £	2·0		3·0		28·4		16·2		25·9		3·2		6·6		20·9	
Superannuation subsidy	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.	£	d.
	129	2·1	463	2·6	106,004	3·9	66,878	4·4	2,361	8·0	517	3·0	933	5·3	177,285	4·2

SUMMARY OF EXPENDITURE ABSTRACTS.

Abstract and Item.	Kaihu.	Gisborne.	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Totals.
	£	£	£	£	£	£	£	£
A.—Maintenance of Way and Works ..	3,396	13,379	513,428	425,426	18,393	11,852	11,755	997,629
B.—Maintenance of Signals and Electrical Appliances	33	65	57,165	49,457	723	55	86	107,584
C.—Maintenance of Rolling-stock ..	448	3,532	776,781	465,280	16,114	3,667	4,763	1,270,585
D. Examination, Lubrication, and Lighting of Vehicles	35	106	36,028	22,178	877	195	200	59,619
E.—Locomotive Transportation ..	1,331	4,551	753,052	413,624	11,815	4,686	6,092	1,195,151
F.—Traffic Transportation ..	1,322	3,507	774,880	607,688	19,443	8,968	8,712	1,424,520
G.—General Charges ..	49	182	41,204	26,337	932	206	370	69,280
Superannuation Subsidy ..	129	463	106,004	66,878	2,361	517	933	177,285
	6,743	25,785	3,058,542	2,076,868	70,658	30,146	32,911	5,301,653
Per cent. of operating revenue ..	165·55	169·92	88·82	94·37	90·72	175·53	106·53	91·56
Per mile of railway ..	£	£	£	£	£	£	£	£
	281	430	2,110	1,278	1,963	471	588	1,599
Per train-mile (pence) ..	107·42	144·39	116·78	135·77	239·05	175·49	188·25	125·13

**STATEMENT No. 4.**  
**INCOME AND EXPENDITURE IN RESPECT OF LAKE WAKATIPU STEAMERS.**

EXPENDITURE.	1931-32.	1930-31.	Per Cent. of Revenue.		REVENUE.	1931-32.	1930-31.	Per Cent. of Revenue.	
			1931-32.	1930-31.				1931-32.	1930-31.
	£	£				£	£		
Salaries and wages, shore staff ..	1,233	1,549	15·39	15·82	Ordinary passengers ..	3,089	3,412	38·55	37·22
Salaries and wages, steamer staff ..	4,504	5,229	56·20	57·04	Season tickets ..	81	115	1·00	1·26
Coal and stores ..	1,874	1,860	23·39	20·29	Parcels, luggage, and mails ..	921	872	11·49	9·51
Repairs, steamers ..	389	1,265	4·86	13·80	Goods ..	3,898	4,740	48·65	51·72
Repairs, wharves, &c. ..	467	520	5·83	5·68	Miscellaneous ..	24	27	0·31	0·29
Insurance, depreciation, &c. ..	820	1,739	10·23	20·06	Total revenue ..	8,013	9,166	100·00	100·00
					Operating loss ..	1,274	2,996	15·90	32·69
	9,287	12,162	115·90	132·69		9,287	12,162	115·90	132·69
Operating loss ..	1,274	2,996	15·90	32·69					
Payments to railway revenue—					Net loss ..	2,055	4,898	25·65	53·44
Interest on capital ..	781	1,902	9·75	20·75		2,055	4,898	25·65	53·44
	2,055	4,898	25·65	53·44					

**STATEMENT No. 5.**  
**INCOME AND EXPENDITURE IN RESPECT OF REFRESHMENT SERVICE.**

EXPENDITURE.	1931-32.	1930-31.	Per Cent. of Revenue.		REVENUE.	1931-32.	1930-31.
			1931-32.	1930-31.			
	£	£				£	£
Salaries and wages ..	28,570	40,514	34·74	34·73	Receipts from refreshment-rooms ..	82,234	116,665
Provisions consumed ..	29,664	46,670	36·07	40·00			
Light, fuel, and water ..	2,415	2,625	2·94	2·25			
Renewals and depreciation ..	1,632	3,555	1·99	3·05			
Insurance and miscellaneous ..	4,466	5,063	5·43	4·34			
	66,747	98,427	81·17	84·37			
Operating profit ..	15,487	18,238	18·83	15·63			
	82,234	116,665	100·00	100·00		82,234	116,665
Payments to railway revenue—					Operating profit ..	15,487	18,238
Interest on capital ..	1,291	1,184	1·57	1·01			
Rent ..	9,100	9,100	11·07	7·80			
Freights and fares ..	3,415	4,278	4·15	3·67			
Earthquake relief—Cost of services and refreshments supplied gratis ..	..	335	..	0·29			
Net profit ..	1,681	3,341	2·04	2·86			
	15,487	18,238	18·83	15·63		15,487	18,238

**STATEMENT No. 5A.**  
**INCOME AND EXPENDITURE IN RESPECT OF BOOK-STALL SERVICE.**

EXPENDITURE	1931-32.	1930-31.	Per Cent. of Revenue.		REVENUE.	1931-32.	1930-31.
			1931-32.	1930-31.			
	£	£				£	£
Wages ..	867	445	12·77	11·41	Receipts ..	6,792	3,898
Stores ..	4,729	2,657	69·63	68·17			
Miscellaneous ..	169	53	2·48	1·35			
	5,765	3,155	84·88	80·93			
Operating profit ..	1,027	743	15·12	19·07			
	6,792	3,898	100·00	100·00		6,792	3,898
Payments to railway revenue—					Operating profit ..	1,027	743
Rents ..	16	26	0·24	0·67			
Rail freights ..	1	1	0·01	0·03			
Net profit ..	1,010	716	14·87	18·37			
	1,027	743	15·12	19·07		1,027	743

## STATEMENT No. 6.

## INCOME AND EXPENDITURE IN RESPECT OF ADVERTISING SERVICE.

EXPENDITURE.	1931-32.	1930-31.	Per Cent. of Revenue.		REVENUE.	1931-32.	1930-31.
			1931-32.	1930-31.			
	£	£				£	£
Salaries, wages, and allowances	8,465	10,364	21·53	20·74	Advertising-signs, publications, &c...	39,312	49,941
Stores and materials ..	1,220	2,150	3·10	4·30			
Office and general expenses ..	2,966	4,003	7·55	8·02			
Insurance and depreciation ..	11,071	14,965	28·16	29·98			
	23,722	31,482	60·34	63·04			
Operating profit ..	15,590	18,459	39·66	36·96			
	39,312	49,941	100·00	100·00		39,312	49,941
Payments to railway revenue—							
Interest on capital ..	1,697	2,070	4·32	4·14	Operating profit ..	15,590	18,459
Rent of premises and sites ..	9,742	11,644	24·98	23·33			
Commission ..	960	1,236	2·44	2·47			
Freights ..	293	260	0·75	0·52			
Reserve for bad and doubtful debts ..	..	2,000	..	4·00			
Net profit ..	2,898	1,249	7·37	2·50			
	15,590	18,459	39·66	36·96		15,590	18,459

## STATEMENT No. 7.

## INCOME AND EXPENDITURE IN RESPECT OF DEPARTMENTAL DWELLINGS.

EXPENDITURE.	1931-32.	1930-31.	Per Cent. of Revenue.		REVENUE.	1931-32.	1930-31.
			1931-32.	1930-31.			
	£	£				£	£
Wages and charges ..	38,079	37,063	27·45	31·88	Rentals ..	138,725	116,256
Materials ..	9,797	10,584	7·06	9·10			
Insurance ..	3,795	4,901	2·74	4·22			
Depreciation ..	27,694	37,340	19·96	32·12			
	79,365	89,888	57·21	77·32			
Operating profit ..	59,360	26,368	42·79	22·68			
	138,725	116,256	100·00	100·00		138,725	116,256
Payments to railway revenue—					Operating profit ..	59,360	26,368
Interest ..	70,609	88,522	50·90	76·14	Net loss ..	11,249	62,154
	70,609	88,522	50·90	76·14		70,609	88,522

## STATEMENT No. 8.

## INCOME AND EXPENDITURE IN RESPECT OF BUILDINGS OCCUPIED BY REFRESHMENT SERVICE, BOOK-STALL PROPRIETORS, ETC.

EXPENDITURE.	1931-32.	1930-31.	Per Cent. of Revenue.		REVENUE.	1931-32.	1930-31.
			1931-32.	1930-31.			
	£	£				£	£
Wages and charges ..	701	1,181	3·93	5·90	Rentals ..	17,822	20,022
Materials ..	158	255	0·89	1·27			
Insurance and depreciation ..	3,610	3,177	20·26	15·87			
	4,469	4,613	25·08	23·04			
Operating profit ..	13,353	15,409	74·92	76·96			
	17,822	20,022	100·00	100·00		17,822	20,022
Payments to railway revenue—					Operating profit ..	13,353	15,409
Interest ..	6,351	5,191	35·63	25·93			
Net profit ..	7,002	10,218	39·29	51·03			
	13,353	15,409	74·92	76·96		13,353	15,409

**STATEMENT No 9.**  
**INCOME AND EXPENDITURE IN RESPECT OF ROAD MOTOR SERVICES.**

EXPENDITURE.	1931-32.	1930-31.	Per Cent. of Revenue.		REVENUE.	1931-32.	1930-31.	Per Cent. of Revenue.	
			1931-32.	1930-31.				1931-32.	1930-31.
Superintendence — Salaries and office expenses	£ 7,309	£ 9,419	10.05	9.11	Passengers .. .. .	£ 71,589	£ 101,561	98.42	98.27
Maintenance charges .. ..	13,177	16,336	18.10	15.81	Parcels and mails .. ..	934	1,737	1.28	1.68
Running-expenses .. .. .	37,481	52,548	51.53	50.85	Advertising .. .. .	217	50	0.30	0.05
License fees .. .. .	2,623	3,127	3.61	3.03					
Insurance and depreciation ..	12,995	21,313	17.87	20.62					
	73,585	102,743	101.16	99.42		72,740	103,348	100.00	100.00
Operating profit .. .. .	..	605	..	0.58	Operating loss .. .. .	845	..	1.16	..
	73,585	103,348	101.16	100.00		73,585	103,348	101.16	100.00
Operating loss .. .. .	845	..	1.16	..	Operating profit .. .. .	..	605	..	0.58
Payments to railway revenue—					Net loss .. .. .	2,950	5,843	4.05	5.66
Interest on capital .. .. .	2,105	2,787	2.89	2.70					
Preliminary expenses .. .. .	..	3,537	..	3.42					
Earthquake relief — Cost of ..	..	124	..	0.12					
services rendered gratis									
	2,950	6,448	4.05	6.24		2,950	6,448	4.05	6.24

**STATEMENT No. 10.**  
**RAILWAY EMPLOYEES' SICK BENEFIT SOCIETY.**  
*Income and Expenditure.*

Expenditure.	1931-32.	1930-31.	Income.	1931-32.	1930-31.
To Sick pay paid to members .. ..	£ 22,566	£ 25,021	By Contributions .. .. .	£ 18,330	£ 21,117
Balance carried down, being excess of income over expenditure	4,374	4,545	Entrance fees .. .. .	15	89
			Interest on investments .. .. .	595	357
			Donation .. .. .	..	1
			Fines .. .. .	..	2
			Subsidy as per section 5 subsection (1) of Government Railways Amendment Act, 1928, charged to Working Railways Account	8,000	8,000
	26,940	29,566		26,940	29,566
To Balance accumulated funds as at 31st March	14,610	10,236	By Accumulated funds brought forward on 1st April	10,236	5,691
			Balance brought down .. .. .	4,374	4,545
	14,610	10,236		14,610	10,236

*Balance-sheet.*

<i>Liabilities.</i>				<i>Assets.</i>			
Accumulated funds .. .. .	£ 14,610	£ 10,236		Investments .. .. .	£ 14,180	£ 9,186	
Sick pay due, not paid .. .. .	10	19		Cash in Working Railways Account .. ..	438	1,063	
				Contributions outstanding at 31st March ..	2	6	
	14,620	10,255			14,620	10,255	

## STATEMENT No. 11.

STATEMENT OF LOSSES ON DEVELOPMENTAL BRANCH LINES FROM 1ST MARCH, 1931, TO 27TH FEBRUARY, 1932,  
AND ISOLATED SECTIONS FROM 1ST APRIL, 1931, TO 31ST MARCH, 1932.

Branches showing Loss.	Mileage operated.	Loss on Working.	Feeder Value.	Total Net Loss.	Loss, including Interest.	Average per Mile of Line operated.					
						Branch Revenue.	Feeder Value.	Total Revenue.	Working- expenses.	Interest.	Total Loss.
		£	£	£	£	£	£	£	£	£	£
Kaikohi .. .. .	25	8,195	2,441	5,754	20,487	200	98	298	528	589	819
Kirikopuni .. .. .	14	7,205	1,794	5,411	50,421	190	128	318	705	3,215	3,602
Waiuku .. .. .	13	3,520	1,616	1,904	10,627	364	124	488	635	671	817
Taneatua .. .. .	111	38,400	9,824	28,576	145,532	479	89	568	825	1,054	1,311
Toko .. .. .	48	10,106	1,752	8,354	41,367	362	37	399	573	688	862
Opunake .. .. .	23	4,254	1,999	2,255	20,763	210	87	297	395	805	903
Greytown .. .. .	3	1,912	738	1,174	1,694	137	246	383	774	173	565
North Island totals ..	237	73,592	20,164	53,428	290,891	372	85	457	683	1,002	1,227
Eyreton-Oxford .. .. .	43	3,235	866	2,369	9,173	138	20	158	213	158	213
Cheviot .. .. .	44	8,414	1,910	6,504	23,034	382	43	425	573	376	524
Little River .. .. .	23	5,073	291	4,782	9,492	318	13	331	539	205	413
Southbridge .. .. .	26	1,897*	1,247	3,144*	1,663	712	48	760	639	185	65
Whitecliffs .. .. .	12	639	844	205*	927	179	70	249	233	93	77
Methven .. .. .	23	346	2,839	2,493*	1,369	456	123	579	471	168	60
Springburn .. .. .	28	4,189	689	3,500	6,528	141	25	166	291	108	233
Fairlie .. .. .	36	1,566	1,487	79	7,172	368	41	409	412	197	199
Waimate .. .. .	13	3,991	1,799	2,192	4,533	228	138	366	535	180	349
Kurow .. .. .	37	620	2,715	2,095*	4,417	447	73	520	464	176	119
Ngapara-Livingstone .. .. .	15	1,969	761	1,208	8,327	313	51	364	444	475	555
Waihemo .. .. .	9	465	1,086	621*	963	212	121	333	263	176	107
Otago Central .. .. .	147	23,103	2,443	20,660	86,618	564	17	581	722	449	589
Outram .. .. .	9	2,202	502	1,700	3,599	175	56	231	420	211	400
Roxburgh .. .. .	61	15,908	1,546	14,362	45,306	221	25	246	482	507	743
Catlin's River .. .. .	43	9,713	3,165	6,548	26,748	302	74	376	528	470	622
Tapanui .. .. .	27	4,903	1,695	3,208	8,811	201	63	264	382	208	326
Waikaka .. .. .	13	743	728	15	2,989	148	56	204	206	229	230
Switzers .. .. .	14	739	734	5	3,587	125	52	177	178	256	256
Glenham .. .. .	4	1,070	766	304	2,656	214	192	406	482	588	664
Seaward Bush .. .. .	34	2,821	832	1,989	10,341	256	24	280	339	246	304
Orawia .. .. .	9	1,520	470	1,050	5,807	81	52	133	250	529	645
Forest Hill .. .. .	13	350	800	450*	642	148	62	210	175	84	49
Mararoa .. .. .	12	550	387	163	1,447	68	32	100	114	107	121
South Island totals ..	695	92,232	30,602	61,630	276,149	342	44	386	475	309	397
Total, both Islands ..	932	165,824	50,766	115,058	567,040	350	54	404	528	485	608
<i>Isolated Sections.</i>											
Kaihu .. .. .	24	2,452	..	2,452	9,745	..	..	190	292	304	406
Gisborne .. .. .	60	9,764	..	9,764	43,810	..	..	289	452	559	722
Nelson .. .. .	64	12,114	..	12,114	34,075	..	..	287	476	343	532
Picton .. .. .	56	449	..	449	26,389	..	..	582	590	463	471
Total .. .. .	204	24,779	..	24,779	113,519	..	..	1,348	1,810	1,669	2,131
Grand total .. .. .	1,136	190,603	50,766	139,837	680,559	..	..	..	..	..	..

\* Indicates profit.

## STATEMENT No. 12.

STATEMENT OF CASH RECEIPTS AND PAYMENTS.—WORKING RAILWAYS ACCOUNT.

<i>Receipts.</i>			£	s.	d.	<i>Payments.</i>			£	s.	d.
To Balance brought forward ..	..	..	488,177	2	8	By Investments, Sick Benefit Fund ..	..	..	4,400	0	0
Revenue receipts ..	..	..	6,478,876	16	1	Wages and vouchers ..	..	..	5,754,832	14	5
"Credits-in-aid" (Working Rail- ways expenditure) ..	..	..	673,404	8	0	Refunds to Harbour Boards, ship- ping companies, and other carriers ..	..	..	251,422	5	4
Contributions to Sick Benefit Fund ..	..	..	26,580	16	9	Interest on capital ..	..	..	841,720	2	9
Interest on investments ..	..	..	10,010	18	6	Payments from Sick Benefit Fund ..	..	..	21,892	9	5
Investments realized ..	..	..	50,000	0	0	Investments ..	..	..	650,000	0	0
						Balance as per general balance-sheet ..	..	..	202,782	10	1
			£7,727,050	2	0				£7,727,050	2	0

*Reconciliation Statement.*

	£	s.	d.
Credit balance in Working Railways Account as per Treasury figures ..	199,705	19	3
Add Imprests outstanding ..	3,076	11	4
	202,782	10	7
Less excess credit by Bank of New Zealand ..	0	0	6
Credit balance as per above statement ..	£202,782	10	1

## STATEMENT No. 13.

## RENEWALS, DEPRECIATION, AND EQUALIZATION RESERVE ACCOUNTS.

## GENERAL RESERVE ACCOUNT.

	£	s.	d.		£	s.	d.
To Net revenue: Appropriation Account	233,763	13	3	By Balance	1,378,316	10	11
Balance	1,144,552	17	8				
	<u>£1,378,316</u>	<u>10</u>	<u>11</u>		<u>£1,378,316</u>	<u>10</u>	<u>11</u>
				By Balance	1,144,552	17	8

## INSURANCE RESERVE ACCOUNT.

	£	s.	d.		£	s.	d.
To Losses	1,208	4	3	By Balance from previous year	43,349	4	7
Upkeep Railway fire brigades and fire appliances	2,528	3	0	Premiums debited to working-expenses	14,254	9	0
Balance	53,867	6	4				
	<u>£57,603</u>	<u>13</u>	<u>7</u>		<u>£57,603</u>	<u>13</u>	<u>7</u>
				By Balance	53,867	6	4

## WORKERS' COMPENSATION RESERVE ACCOUNT.

	£	s.	d.		£	s.	d.
To Accident payments	28,811	0	10	By Balance from previous year	12,230	0	0
Balance	18,275	16	10	Premiums debited to working-expenses	34,856	17	8
	<u>£47,086</u>	<u>17</u>	<u>8</u>		<u>£47,086</u>	<u>17</u>	<u>8</u>
				By Balance	18,275	16	10

## SLIPS, FLOODS, AND ACCIDENTS EQUALIZATION RESERVE ACCOUNT.

	£	s.	d.		£	s.	d.
To Repairs to bridges, slips, and washouts	6,690	5	1	By Balance from previous year	48,856	7	6
Balance	63,837	2	5	Contributions debited to working-expenses	21,671	0	0
	<u>£70,527</u>	<u>7</u>	<u>6</u>		<u>£70,527</u>	<u>7</u>	<u>6</u>
				By Balance	63,837	2	5

## BETTERMENTS RESERVE ACCOUNT.

	£	s.	d.		£	s.	d.
To Buildings (Refreshment Branch)	8	6	6	By Balance	4,006	17	3
Balance	3,998	10	9				
	<u>£4,006</u>	<u>17</u>	<u>3</u>		<u>£4,006</u>	<u>17</u>	<u>3</u>
				By Balance	3,998	10	9

## RENEWALS RESERVE ACCOUNT.

	£	s.	d.		£	s.	d.
To Relaying of track	123,711	12	3	By Balance	409,657	6	8
Signal and electrical equipment	47,206	3	0	Contributions debited to working-expenses	236,724	0	0
Refreshment Branch—Property	157	10	0				
Housing improvement	800	0	0				
Balance	474,506	1	5				
	<u>£646,381</u>	<u>6</u>	<u>8</u>		<u>£646,381</u>	<u>6</u>	<u>8</u>
				By Balance	474,506	1	5

## DEPRECIATION ACCOUNT.

	£	s.	d.		£	s.	d.
To Net revenue: Appropriation Account	1,658,252	19	6	By Balance	1,658,252	19	6
Capital repayments	439,189	16	8	Contributions debited to working-expenses—			
Excess expenditure: Bridge renewals, 1930–31, written off	12,869	13	11	Bridges, buildings, &c.	98,033	0	0
				Rolling-stock	285,391	0	0
				Locomotive workshops and plant	31,447	0	0
				Dwellings	26,894	0	0
				Road motors	10,294	10	7
	<u>£2,110,312</u>	<u>10</u>	<u>1</u>		<u>£2,110,312</u>	<u>10</u>	<u>1</u>

STATEMENT No. 14.

EXPENDITURE ON CONSTRUCTION OF RAILWAYS, ROLLING-STOCK, ETC., TO 31ST MARCH, 1932; NET REVENUE AND RATE OF INTEREST EARNED ON CAPITAL EXPENDED ON OPENED LINES FOR YEAR ENDED SAME DATE.

Section of Railway.	Opened Lines.			Unopened Lines.	Net Revenue.	Rate of Interest earned.
	Lines and Works.	Rolling-stock.	Total.			
	£	£	£	£	£	£ s. d.
Kaihu .. .. .	169,268	685	169,953	..	—2,670	..
Gisborne .. .. .	743,542	33,551	777,093	..	—10,610	..
North Island Main Line and Branches ..	25,370,695	3,618,690	28,989,385	1,331,211	384,607	1 6 8
South Island Main Line and Branches ..	15,535,678	2,582,406	18,118,084	4,754,567	123,750	0 13 8
Westport .. .. .	424,244	63,106	487,350	313,127	7,224	1 9 8
Nelson .. .. .	496,370	15,402	511,772	589,877	—12,972	..
Picton .. .. .	586,168	22,125	608,293	258,459	—2,017	..
.. .. .	..	..	..	331,062	..	..
	43,325,965	6,335,965	49,661,930	7,578,303	487,312	0 19 8
Lake Wakatipu steamer service .. ..	17,942	..	17,942	..	—2,055	..
Subsidiary services, &c. .. ..	1,735,115	..	1,735,115	..	352,736	..
<i>In suspense—</i>						
Surveys, North Island .. ..	..	..	..	31,127	..	..
Surveys, South Island .. ..	..	..	..	5,763	..	..
General .. .. .	9,896	..	9,896	10,337	..	..
P.W.D. stock of permanent-way ..	..	..	..	5,288	..	..
	45,088,918	6,335,965	51,424,883	7,630,818	837,993	1 12 8
Total cost of opened and unopened lines at 31st March, 1932	..	..	59,055,701	..	..	..

NOTE.—The amount stated in this return as the cost of construction of opened lines includes the Provincial and General Government expenditure on railways. It also includes the Midland Railway and expenditure by the Greymouth and Westport Harbour Boards on railways and wharves under the provisions of section 7 of the Railways Authorization Act, 1885, the information regarding the last-mentioned being furnished by the respective Boards. The rate of interest earned has been computed on the average capital.



## STATEMENT No. 15.

EXPENDITURE OUT OF PUBLIC WORKS FUND, GENERAL PURPOSES ACCOUNT, VOTE RAILWAYS,  
IMPROVEMENTS AND ADDITIONS TO OPEN LINES, FOR THE YEAR ENDED 31ST MARCH, 1932.

*Way and Works Branch: Particulars of Works.*

	Total.
	£
Land .. .. .	.. 1,352
Grading and formation .. .. .	.. 10,230
Bridges, culverts, and subways .. .. .	.. 93,498
Fences, gates, and cattlestops .. .. .	.. 771
Permanent-way .. .. .	.. 7,928
Station buildings, platforms, cattle-yards, and loading-banks .. .. .	.. 29,771
Engine-sheds, car and wagon depots, and other operating buildings .. .. .	.. 9,007
Dwellings .. .. .	Cr. 2,709
Wharves .. .. .	Cr. 3,000
Water-services .. .. .	.. 164
Non-operating buildings .. .. .	Cr. 7,837
Workshops buildings .. .. .	Cr. 3,666
Workshops plant .. .. .	.. 3,607
Locomotive depot plant .. .. .	.. 104
Cranes, weighbridges, capstans, and turntables .. .. .	.. 5,507
Maintenance movable plant .. .. .	.. 728
Miscellaneous (roads, sewerage, drainage, fire-fighting appliances, &c.) .. .. .	.. 6,420
Signalling and interlocking .. .. .	.. 7,669
Automatic and power signalling .. .. .	Cr. 1,738
Electric lighting .. .. .	Cr. 1,077
Telegraph and telephone lines .. .. .	.. 5,811
Safety appliances (bells, wig-wags, &c.) .. .. .	Cr. 891
Train-control .. .. .	.. 24,925
Electrical pneumatic interlocking .. .. .	Cr. 207
Electrification of track .. .. .	.. 88
	<hr/> 186,455
Expenditure charged by Public Works Department—	
Hutt Valley Railway .. .. .	.. 192
Auckland–Westfield deviation .. .. .	Cr. 1,845
Palmerston North deviation .. .. .	.. 1,112
Tawa Flat deviation .. .. .	.. 194,522
	<hr/> 193,981
Total .. .. .	.. £380,436
	<hr/> <hr/>
	<i>Road Motors.</i>
Purchase of motor-buses .. .. .	Cr. £443
	<hr/> <hr/>

STATEMENT NO. 15—continued.

EXPENDITURE OUT OF PUBLIC WORKS FUND GENERAL PURPOSES ACCOUNT, VOTE RAILWAYS, IMPROVEMENTS AND ADDITIONS TO OPEN LINES, FOR THE YEAR ENDED 31ST MARCH, 1932 continued.

Locomotive Branch : Particulars of Rolling-stock and Depot Machinery.

Description of Stock ordered.	Number Incomplete on 31st March, 1931.	Number Complete on 31st March, 1932.	Number Incomplete on 31st March, 1932.	Expenditure, Year ended 31st March, 1932.
				£
Shunting locomotives, Class C .. .. .	12	12	..	34,939
Locomotives, Class K .. .. .	..	..	30	30,019
Fitting thermic siphons to locomotives .. .. .	..	..	..	7,066
Bogies and alterations to WAB and Ws locomotives .. .. .	..	..	..	7,916
Electric headlights for locomotives .. .. .	..	..	..	2,039
Fitting exhaust steam injectors to locomotives .. .. .	..	..	..	592
Fitting Langar combustion control to locomotives .. .. .	..	..	..	2,092
Fitting mountings, regulator gear, &c., to new spare boilers .. .. .	..	..	..	471
Fitting superheaters to locomotives .. .. .	..	..	..	1,950
Spare boilers .. .. .	..	..	..	10,472
Supply and fit new boilers .. .. .	..	..	..	4,470
Spare locomotive-wheels .. .. .	..	..	..	53
Spare parts, Christchurch, electric locomotives .. .. .	..	..	..	1,637
Carriages, Class A .. .. .	30	30	..	53,244
Carriages, Class AA .. .. .	30	29	11	59,794
Carriages, Class AA (sleeping) .. .. .	..	..	5	8,580
Fitting three De Luxe sleeping-carriages and one brake-van with S.K.F. bearing bogies .. .. .	..	..	..	3,301
Carriage bogies .. .. .	..	..	..	Cr. 3,507
Electric lighting for carriages .. .. .	..	..	..	Cr. 681
Fitting lavatories to carriages AA 1687 and 1688 .. .. .	..	..	..	624
Fitting chair seats to carriages .. .. .	..	..	..	8,992
Brake-vans, Class F .. .. .	..	..	10	11,927
Wagons, Class H .. .. .	..	..	..	559
Wagons, Class J .. .. .	..	80	..	26,397
Wagons, Class LA .. .. .	147	339	8	54,254
Wagons, Class UG .. .. .	19	19	..	4,301
Wagons, Class VB .. .. .	6	..	6	3,365
Wagons, Class W. .. .. .	40	33	7	12,236
Wagons, Class XA .. .. .	..	55	..	17,030
Three tanks from UA wagons transferred to car and wagon plant .. .. .	..	..	..	Cr. 1,081
Coaling crane and grab .. .. .	1	1	..	378
Tarpaulins .. .. .	95	95	..	713
Workshop equipment .. .. .	..	..	..	7,512
Machinery and equipment for locomotive running and car and wagon depots .. .. .	..	..	..	8,518
Rolling-stock written off .. .. .	..	..	..	Cr. 3,061
Cost of raising loan, 1925-1929 .. .. .	..	..	..	Cr. 3,026
Total .. .. .	..	..	..	374,085
Total locomotives .. .. .	12	12	30	..
„ carriages .. .. .	60	59	16	..
„ brake-vans .. .. .	..	..	10	..
„ wagons, bogie .. .. .	25	19	6	..
„ wagons, four-wheel .. .. .	187	507	15	..

RECONCILIATION STATEMENT.

Expenditure charged by	£	s.	d.	£	s.	d.	Expenditure—	£	s.	d.
Treasury .. .. .	811,160	0	2				Way and Works Branch ..	380,435	12	6
Vouchers outstanding previous year .. .. .	111,841	13	4				Road-motor services ..	Cr. 443	0	0
	699,318	6	10				Locomotive Branch ..	374,085	9	6
Less recoveries on account of expenditure in previous years	16,175	3	5	683,143	3	5				
Public Works Department Administration costs				10,236	0	0				
Cost of raising loan, 1931-32 ..				5,213	0	0				
Vouchers outstanding at 31st March, 1932				55,485	18	7				
				£754,078	2	0				
								£754,078	2	0

## STATEMENT NO. 16.

STATEMENT OF SEASON TICKETS ISSUED FOR THE YEARS ENDED 31ST MARCH, 1929 TO 1932.

Description of Tickets.	1931-32.		1930-31.		1929-30.		1928-29.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount
		£		£		£		£
Travellers' annual, all lines ..	15	1,591	21	2,020	32	3,072	32	3,129
Travellers' annual, North Island ..	56	4,228	79	5,576	90	6,055	90	5,978
Travellers' annual, South Island ..	10	697	14	992	19	1,217	19	1,242
Reporters' annual ..	14	572	24	895	25	899	20	664
Sectional annual, North Island ..	260	13,676	336	15,373	388	17,527	443	19,359
Sectional annual, South Island ..	120	5,677	169	7,574	201	8,830	224	9,383
Tourist, all lines ..	128	2,021	181	2,898	229	3,696	284	4,599
Tourist, North Island ..	361	3,771	681	6,837	852	8,792	819	8,685
Tourist, South Island ..	22	227	44	445	48	515	47	545
School ..	27,695	24,067	29,398	25,300	30,190	25,931	29,535	25,587
Bearer twelve-trip ..	54,675	13,818	44,272	12,539	48,618	15,250	49,049	15,567
Bearer fifty-trip ..	2,507	6,976	6,371	21,211	7,586	20,728	7,823	13,696
Weekly twelve-trip ..	108,587	21,159	114,673	21,963	116,376	21,972	116,609	22,184
Weekly workmen's ..	234,397	39,156	366,459	50,613	422,488	52,329	412,005	51,136
All other season ..	30,216	63,013	37,715	72,199	40,290	75,742	39,170	75,099
Totals ..	459,063	200,649	600,440	247,465	667,432	262,555	656,169	256,853
Total passenger journeys ..	12,652,034	..	15,525,034	..	16,915,180	..	16,499,850	..

STATEMENT NO. 17.  
STATEMENT OF OPERATING TRAFFIC AND REVENUE FOR THE YEAR ENDED 31ST MARCH, 1932.  
(1) OPERATING TRAFFIC.

Section.	Length Open for Traffic.	Passengers.				Live-stock.					Goods.		Gross Total Tonnage.				
		First Class.		Second Class.	Total.	Season Tickets.	Cattle.	Calves.	Sheep.	Pigs.	Total.	Equivalent Tonnage.		Timber.	Goods.	Total.	
		Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Tons.		Tons.	Tons.	Tons.	Tons.
1931-32.	Miles.																
	Kaihu .. ..	24	199	19,059	19,258	15	83	61	1,147	837	2,128	119	354	2,063	2,417	2,536	
	Gisborne .. ..	60	1,248	19,043	20,291	29	1,095	7	128,499	164	129,765	5,513	3,221	20,578	23,799	29,312	
	North Island Main Line and Branches ..	1,449	306,204	3,104,935	3,411,139	323,100	234,379	370,639	5,005,091	293,435	5,903,544	311,534	141,750	2,324,661	2,466,411	2,777,945	
	South Island Main Line and Branches ..	1,626	257,000	2,686,271	2,943,271	134,362	72,610	5,316	5,044,915	19,866	5,142,707	227,259	106,304	2,258,508	2,364,812	2,592,071	
	Westport .. ..	36	285	33,947	34,232	486	153	30	675	..	858	80	1,011	349,389	350,400	350,480	
	Nelson .. ..	64	139	29,786	29,925	575	645	26	24,247	188	25,106	1,196	451	22,218	22,669	23,865	
Pictou .. ..	56	6,815	38,635	45,450	496	605	..	166,385	15	167,005	6,857	443	41,302	41,745	48,602		
Lake Wakatipu steamers		3,315	571,890	5,931,676	6,503,566	459,063	309,570	376,079	10,370,959	314,505	11,371,113	552,558	253,534	5,018,719	5,272,253	5,824,811	
		..	3,044	21,819	24,863	10	146	..	13,120	..	13,266	573	685	5,851	6,536	7,109	
Totals .. ..		3,315	574,934	5,953,495	6,528,429	459,073	309,716	376,079	10,384,079	314,505	11,384,379	553,131	254,219	5,024,570	5,278,789	5,831,920	

(2) OPERATING REVENUE.

Section.	Length Open for Traffic.	Revenue.							Mileage.						
		Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Coaching.	Goods.	Labour, Demurrage &c.	Total Goods.	Total Operating Revenue.	Per Mile of Railway per Annum (Average).	Per Train Mile.	Train.	Shunting, &c.	Total.	
1931-32.		Miles.	£	£	£	£	£	£	£	£	d.	Number.	Number.	Number.	
Kaiti	..	..	1,351	248	1,065	2,664	1,374	35	1,409	4,073	170	64.92	15,056	2,746	17,802
Gisborne	..	..	1,739	605	1,245	3,589	11,484	102	11,586	15,175	253	84.97	42,863	8,131	50,994
North Island Main Line and Branches	..	..	724,694	131,941	213,532	1,070,167	2,307,518	65,464	2,372,982	3,443,149	2,376	131.49	6,284,517	2,170,880	8,455,397
South Island Main Line and Branches	..	..	403,922	65,108	96,591	565,621	1,593,100	41,897	1,634,997	2,200,618	1,353	143.83	3,672,105	1,407,721	5,079,826
Westport	..	..	1,835	751	1,262	3,848	70,488	3,546	74,034	77,882	2,163	263.40	70,963	50,113	121,076
Nelson	..	..	1,889	1,071	1,103	4,063	12,978	133	13,111	17,174	268	99.94	41,240	11,673	52,913
Pictou	..	..	3,510	925	1,447	5,882	22,658	2,354	25,012	30,894	552	176.64	41,976	25,982	67,958
Lake Wakatipu steamers	..	..	1,138,940	200,649	316,245	1,655,834	4,019,600	113,531	4,133,131	5,788,965	1,746	136.63	10,168,720	3,677,246	13,845,966
			3,089	81	921	4,091	3,898	24	3,922	8,013	..	..	..	..	..
Totals	..	..	1,142,029	200,730	317,166	1,659,925	4,023,498	113,555	4,137,053	5,796,978	1,746	136.63	10,168,720	3,677,246	13,845,966

## STATEMENT No. 18.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1932.

Stations.	OUTWARD.												INWARD.						
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	
	First-class.	Second-class.	Total.																
NORTH ISLAND MAIN LINES AND BRANCHES—																			
Auckland—					Number.	Number.		Tons.			£	£	£	£		Number.	Number.		Tons.
Coaching .. ..	20,615	260,622	281,237	10,622	..	..	..	..	82,803	8,385	45,226	Cr. 246	1,416	137,584	..	..	..	..	
Goods .. ..	..	..	..	..	260	112	12,250	301,470	..	..	..	287,084	10,553	297,637	538	2,101	18,852	230,142	
Booking-office, Queen Street	2,851	6,483	9,334	141	..	..	..	..	13,026	987	23	Cr. 2	7	14,041	..	..	..	..	
Booking-office, Symonds Street	143	979	1,122	..	..	..	..	..	1,006	..	147	..	1	1,154	..	..	..	..	
Booking-office, Karanga-hape Road	119	1,028	1,147	..	..	..	..	..	881	..	233	Cr. 1	2	1,115	..	..	..	..	
Newmarket .. ..	2,167	47,246	49,413	4,753	15	..	1,591	3,014	4,196	1,125	905	7,321	77	13,624	19	..	24,641	18,268	
Mount Eden .. ..	937	34,331	35,268	2,887	28	..	420	10,312	3,202	631	498	4,175	133	8,639	165	..	20,986	40,220	
Avondale .. ..	412	63,349	63,761	22,228	387	..	157	2,394	2,351	3,968	327	3,005	15	9,666	461	336	5,267	4,886	
Henderson .. ..	471	54,876	55,347	7,443	4,491	19,652	318	7,456	2,452	2,284	1,273	6,014	20	12,043	668	2,418	2,377	7,484	
Helensville .. ..	883	22,263	23,146	234	9,110	57,652	5,785	10,565	2,366	184	1,593	11,640	249	16,032	1,931	15,467	3,414	31,936	
Wellsford .. ..	645	6,267	6,912	69	3,555	30,866	1,160	4,139	1,541	38	1,314	5,693	42	8,628	788	4,118	1,943	10,089	
Maungaturoto .. ..	798	13,965	14,763	1	3,626	27,339	6	1,364	2,469	1	158	3,868	17	6,513	408	1,782	743	5,037	
Paparoa .. ..	201	3,175	3,376	..	3,804	21,564	135	2,864	843	..	231	3,234	4	4,312	438	2,265	402	1,802	
Waiotira .. ..	462	10,896	11,358	58	9,213	72,065	625	20,317	1,792	44	515	38,048	392	40,791	1,033	5,672	1,161	63,507	
Whangarei .. ..	3,256	36,805	40,061	689	3,325	31,691	1,046	8,903	11,615	353	1,090	8,350	322	21,730	1,744	5,065	1,746	23,984	
Hikurangi .. ..	153	3,765	3,918	99	1,546	12,765	1,110	75,412	1,116	128	418	22,165	25	23,852	294	1,380	114	4,034	
Otiria Junction .. ..	428	4,463	4,891	87	1,039	10,144	578	1,881	1,693	66	653	2,465	8	4,885	989	774	222	4,954	
Kawakawa .. ..	514	6,472	6,986	41	46	..	9	4,298	827	19	183	2,260	7	3,296	1,080	66,550	247	5,228	
Opuā .. ..	713	12,209	12,922	38	13	27	62	1,660	1,885	15	238	872	30	3,040	57	131	272	4,819	
Kaikōhe .. ..	407	9,448	9,855	6	1,746	34,382	211	2,019	2,411	6	518	6,217	15	9,167	837	625	154	7,518	
Remuera .. ..	151	2,966	3,117	2,676	519	87	33	73	109	496	26	585	4	1,220	580	443	10,208	1,159	
Green Lane .. ..	311	19,914	20,225	5,013	1	..	..	53	461	1,011	43	93	2	1,610	1	..	132	2,222	
Ellerslie .. ..	262	26,784	27,046	8,283	772	..	25	32	661	1,662	112	2,444	10	4,889	810	..	36	792	
Penrose .. ..	101	13,128	13,229	3,612	407	4,314	3,383	81,644	274	576	115	34,703	94	35,762	162,161	727,978	3,224	30,395	
Onehunga Town .. ..	35	5,005	5,040	3,911	3	337	92	545	300	792	284	839	114	2,329	39	214	2,750	42,381	
Otahuhu .. ..	1,271	79,289	80,560	13,221	5,153	13,814	130	125,981	2,571	3,846	277	59,658	39	66,391	28,542	186,658	2,579	101,660	
Papatoetoe .. ..	1,035	45,667	46,702	9,522	386	2,322	160	1,941	1,948	2,683	228	934	7	5,800	1,316	19,209	3,493	4,685	
Papakura .. ..	2,008	63,321	65,329	7,397	3,011	11,596	16	8,060	3,501	2,312	326	2,798	16	8,953	2,762	10,349	2,272	9,377	
Drury .. ..	156	4,512	4,668	179	7,025	20,816	4	6,252	406	169	92	5,567	3	6,237	447	1,610	960	7,021	
Waiuku .. ..	168	3,463	3,631	1	10,598	11,104	1	398	564	2	162	1,318	15	2,061	468	3,228	4,596	22,974	
Pukekohe .. ..	1,688	23,472	25,160	302	9,959	15,232	125	9,931	3,700	165	677	13,090	20	17,652	1,849	6,476	4,340	22,134	
Tuakau .. ..	730	11,611	12,341	343	6,345	52,627	405	3,821	1,567	230	315	4,788	28	6,928	922	8,572	1,971	10,578	
Pokeno .. ..	133	4,238	4,371	93	2,840	15,010	..	452	359	69	1,264	927	4	2,623	289	3,056	1,178	4,572	
Mercer .. ..	665	10,922	11,587	95	25	6,597	3,556	7,407	1,001	103	157	2,828	49	4,138	123	949	250	2,244	
Te Kauwhata .. ..	280	5,365	5,645	9	8,140	52,207	64	4,458	925	9	1,152	6,045	5	8,136	1,121	7,858	2,700	5,840	
Huntly .. ..	1,108	55,679	56,787	18,883	541	7,424	1,041	232,300	5,151	4,776	449	169,560	200	180,136	597	2,409	4,058	24,319	
Glen Afton .. ..	70	14,135	14,205	45	654	23,856	2,424	269,190	991	33	88	169,144	94	170,350	983	3,299	3,371	8,830	
Taupiri .. ..	91	4,773	4,864	100	1,959	13,181	359	3,956	649	71	97	5,086	4	5,907	497	3,865	1,579	8,501	
Ngaruawahia .. ..	365	10,377	10,742	151	1,357	7,417	129	63,226	1,756	114	242	43,998	701	46,811	88,728	93,945	2,337	11,271	
Frankton Junction .. ..	7,741	77,744	85,485	129	15,164	148,288	498	21,580	24,456	323	1,211	30,171	394	56,555	5,063	85,179	78,820	43,781	
Hamilton .. ..	4,845	46,713	51,558	500	19,268	42,228	1,426	13,666	13,538	1,024	2,056	20,504	132	37,254	883	5,251	20,765	25,438	
Cambridge .. ..	194	3,419	3,613	92	15,002	42,550	12	1,031	948	84	347	4,214	18	5,611	1,919	8,538	3,838	28,946	
Morrinsville .. ..	835	17,435	18,270	234	34,828	111,651	164	13,448	3,197	210	1,081	27,356							

## STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1932—continued.

Stations.	OUTWARD.															INWARD.				
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, Hundreds of Superficial Feet.	Other Goods.		
	First-class.	Second-class.	Total.																	
NORTH ISLAND MAIN LINES AND BRANCHES—contd.																				
					Number.	Number.		Tons.	£	£	£	£	£	£		Number.	Number.		Tons.	
Tariki .. ..	95	1,928	2,023	112	629	3,952	822	964	159	76	11	642	3	891	101	1,004	163	2,174		
Midhurst .. ..	102	3,854	3,956	215	3,484	5,353	..	2,049	197	122	16	1,684	3	2,022	32	1,305	80	4,083		
Stratford .. ..	1,642	25,354	26,996	203	13,193	43,913	242	5,444	4,626	219	778	6,205	833	12,661	1,035	12,491	3,966	12,956		
Te Wera .. ..	238	781	1,019	..	517	8,990	..	3,111	112	..	113	1,423	1	1,649	308	3,217	349	3,123		
Whangamomona ..	938	11,550	12,488	4	650	31,398	1,809	16,383	1,697	8	259	12,815	959	15,738	1,036	1,632	620	4,841		
Eltham .. ..	497	15,194	15,691	264	34,565	56,431	212	8,973	2,609	271	382	11,053	69	14,384	1,751	20,279	11,990	18,477		
Normanby .. ..	15	2,631	2,646	122	25,131	24,019	52	8,919	235	74	46	8,581	6	8,942	1,405	7,127	489	10,514		
Hawera .. ..	2,006	32,839	34,845	194	24,155	88,688	158	13,753	7,791	309	679	13,354	52	22,185	7,415	55,724	9,738	30,186		
Patea .. ..	443	8,759	9,202	174	1,479	19,228	447	12,276	1,657	115	248	16,636	309	18,965	40,421	115,832	2,671	31,989		
Waverley .. ..	203	6,994	7,197	27	7,862	114,458	338	2,074	1,105	21	161	7,634	44	8,965	2,319	34,897	10,016	8,247		
Aramoho .. ..	1,248	13,755	15,003	43	3,677	61,758	1,886	39,181	3,208	29	521	20,901	16	24,675	1,496	10,926	1,928	29,987		
Wanganui .. ..	3,647	39,415	43,062	113	1,085	22,247	5,102	11,455	11,123	332	1,895	12,292	1,653	27,295	10,226	364,801	9,919	29,964		
„ Wharf .. ..	..	..	..	..	..	16	274	39,137	..	..	..	15,194	6,027	21,221	197	51	..	7,894		
Fordell .. ..	316	2,600	2,916	64	1,679	87,532	4,511	814	376	52	76	4,796	17	5,317	891	14,293	1,158	3,236		
Turakina .. ..	188	5,031	5,219	84	1,158	71,353	2,146	1,530	568	48	102	4,375	3	5,096	336	15,297	252	4,797		
Greatford .. ..	346	2,335	2,681	16	932	44,107	..	9,228	318	15	50	5,661	3	6,047	195	8,519	645	3,110		
Halcombe .. ..	111	5,980	6,091	96	634	39,412	20	1,336	480	73	45	3,254	8	3,869	142	5,147	618	2,758		
Feilding .. ..	2,243	16,830	19,073	151	9,002	200,341	126	12,531	6,472	132	758	24,592	39	31,993	14,606	97,110	9,956	23,291		
Palmerston North ..	15,451	118,992	134,443	445	3,021	40,897	6,407	31,975	38,804	911	3,815	37,315	527	81,372	7,356	126,985	50,140	56,741		
Ashhurst .. ..	205	4,539	4,744	35	4,228	49,363	52	1,086	455	26	53	4,194	2	4,730	2,350	9,629	1,258	2,760		
Longburn .. ..	367	13,248	13,615	96	8,029	75,470	642	12,892	730	74	212	22,686	10	23,712	17,884	130,737	118	5,871		
Foxton .. ..	128	5,414	5,542	42	175	7,672	366	6,374	584	46	88	3,196	277	4,191	620	6,697	3,964	11,530		
Shannon .. ..	490	23,447	23,937	372	7,161	57,121	988	3,508	2,420	317	206	6,525	8	9,476	1,377	16,903	1,555	4,886		
Levin .. ..	1,766	29,114	30,880	343	9,427	39,269	984	3,142	5,635	258	607	5,269	45	11,814	1,345	17,939	4,218	8,899		
Otaki .. ..	1,057	16,603	17,660	327	3,093	34,724	1,089	3,197	2,952	266	2,530	4,935	22	10,705	734	4,848	1,019	6,319		
Paekakariki .. ..	3,904	41,747	45,651	874	749	29,344	544	5,192	4,209	358	1,993	4,321	30	10,911	513	2,995	995	6,023		
Johnsonville .. ..	1,663	39,208	40,871	9,786	596	11,437	68	304	2,330	2,214	107	917	11	5,579	12,470	93,354	1,295	5,110		
Thorndon (Coaching) ..	30,884	203,589	234,473	16,149	..	..	..	..	59,637	4,324	17,413	Cr. 206	205	81,373	..	..	..	..		
Lambton (Coaching) ..	66,435	206,468	272,903	30,453	..	..	..	..	19,105	14,845	9,542	Cr. 160	276	43,608	..	..	..	..		
Wellington—Goods .. ..	..	..	..	..	491	911	9,212	168,112	..	..	..	177,660	3,872	181,532	987	2,379	32,876	146,186		
„ Wharf .. ..	..	..	..	..	..	..	..	324	..	..	..	30	..	30	..	..	..	43,531		
Central Booking-office ..	4,038	7,714	11,752	1,164	..	..	..	..	14,162	2,962	617	Cr. 2	10	17,749	..	..	..	..		
Courtenay Place Booking-office ..	2,309	12,657	14,966	789	..	..	..	..	9,668	1,334	8,986	Cr. 33	19	19,974	..	..	..	..		
Ngahauranga .. ..	29	2,741	2,770	989	10	84	..	10,917	69	215	7	2,488	3	2,782	11,064	673,539	70	4,151		
Petone .. ..	9,487	149,342	158,829	81,692	88	2,026	2,138	28,778	4,839	16,102	418	45,025	220	66,604	7,688	676,988	25,126	23,825		
Lower Hutt .. ..	3,954	40,994	44,948	27,165	88	770	1	2,818	2,468	6,425	400	2,162	42	11,497	313	457	7,667	4,647		
Upper Hutt .. ..	3,150	78,187	81,337	15,308	1,119	8,443	..	3,020	4,918	4,748	356	3,096	32	13,150	1,178	4,294	747	3,438		
Featherston .. ..	1,533	11,524	13,057	136	7,444	139,487	..	5,465	1,830	89	776	11,050	25	13,770	414	3,363	1,580	9,472		
Greytown .. ..	131	1,485	1,616	7	280	6,797	3	1,360	358	5	398	1,778	1	2,540	52	571	382	2,390		
Carterton .. ..	995	7,461	8,456	28	3,277	75,906	..	18,898	2,115	17	601	28,355	25	31,113	21,434	138,408	3,840	14,153		
Masterton .. ..	4,760	27,428	32,188	27	4,785	117,412	8,942	8,755	7,152	32	1,132	16,807	40	25,163	1,062	11,090	3,697	21,992		
Mauriceville .. ..	59	1,014	1,073	10	385	13,008	..	10,401	171	9	61	6,285	1	6,527	130	307	149	1,171		
Eketahuna .. ..	342	3,670	4,012	28	4,618	59,634	21	2,924	950	32	265	6,496	6	7,749	224	4,330	553	5,321		
Hukanui .. ..	42	1,797	1,839	3	2,317	11,191	..	961	194	3	167	1,681	1	2,046	168	538	377	1,906		
Pahiatua .. ..	426	3,429	3,855	8	6,406	95,899	20	2,905	1,194	9	435									

## STATEMENT No. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1932—continued.

Stations.	OUTWARD.											INWARD.						
	NUMBER OF PASSENGER JOURNEYS.				Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.	Number of Season Tickets.														
SOUTH ISLAND MAIN LINES AND BRANCHES—																		
Lyttelton .. ..	44,917	200,146	245,063	9,634	1,913	29,986	19,637	247,043	10,212	3,344	6,910	104,608	9,374	134,448	977	8,816	4,055	241,519
.. (Wharf) .. ..								9,995				1,729		1,729				35,727
Heathcote .. ..	1,830	42,261	44,091	3,349				2,755	908	909	49	2,697	2	4,565	1		200	5,692
Woolston .. ..	699	17,401	18,100	3,753	6	42		2,845	400	622	121	1,455	1	2,599	17	83	403	10,907
Opawa .. ..	967	19,593	20,560	4,548					438	727	23	3	1	1,192				1
Christchurch —																		
Coaching .. ..	67,673	457,977	525,650	22,495					60,657	6,000	16,924	7,343	406	83,644				
Goods .. ..					411	15	2,338	73,417				59,944	1,910	61,854	476	68	30,430	255,777
Central Booking-office	13,404	37,138	50,542	191					28,631	1,531	1,943	3	24	32,126				
Addington .. ..	577	11,915	12,492	958	3,944	208,938	4,291	32,760	1,218	166	187	19,349	156	21,076	18,021	497,282	30,049	62,646
Riccarton .. ..	350	2,741	3,091	249			462	4,703	316	121	34	1,677	3	2,151			18,733	17,569
Papanui .. ..	316	6,066	6,382	1,110	60		64	4,447	566	418	152	3,691	1	4,828	80	70	7,224	6,981
Belfast .. ..	470	10,766	11,236	307	332	8,155	12	29,936	491	197	44	16,402	42	17,176	756	873,766	3,570	9,528
Kaipoi .. ..	145	10,087	10,232	421	347	10,568	30	22,157	829	370	304	10,751	43	12,297	206	274,673	2,343	10,283
Rangiora .. ..	676	27,454	28,130	545	1,078	51,678	342	18,744	2,406	561	305	10,348	33	13,653	643	8,667	3,443	8,479
Oxford East .. ..	1	29	30		323	46,541		2,353	29		138	2,603	1	2,771	173	16,830	1,084	4,133
Sefton .. ..	38	2,791	2,829	177	266	9,845		3,517	232	96	35	1,931	1	2,295	150	4,707	196	1,119
Amberley .. ..	302	2,801	3,103	59	261	42,561	1	2,741	442	64	121	2,568	1	3,196	129	15,375	326	1,592
Waipara .. ..	173	2,452	2,625	26	1,041	133,566		5,011	306	22	241	7,621	8	8,198	129	4,501	74	1,351
Mina .. ..	70	1,214	1,284	14	1,066	66,108		3,140	342	11	239	4,907	4	5,503	371	9,343	1,005	3,250
Parnassus .. ..	1,658	2,676	4,334	7	383	84,307	283	2,039	2,630	6	323	7,419	46	10,424	98	2,575	813	4,621
Waikari .. ..	121	2,727	2,848	15	148	32,086		5,781	406	15	81	4,034	1	4,537	41	4,031	161	2,020
Hawarden .. ..	44	1,610	1,654	2	381	90,759	3	4,562	248	2	200	6,611	8	7,069	133	8,784	929	1,558
Culverden .. ..	130	1,077	1,207	1	1,488	66,891	2	4,454	310	1	201	6,681	7	7,200	398	7,231	1,457	3,851
Waiau .. ..	46	716	762		435	57,499		2,162	209		92	4,622	6	4,929	177	2,554	107	1,991
Hornby .. ..	114	6,013	6,127	76	1,273	2,402		39,585	703	54	24	17,649	4	18,434	1,500	6,850	770	32,371
Prebbleton .. ..	4	517	521	1	3	75		1,123	22		1	360		383			21	153
Lincoln .. ..	16	4,011	4,027	108	750	47,323	147	9,549	239	99	26	4,531	4	4,899	146	3,679	297	3,311
Springston .. ..	8	1,341	1,349	17	402	28,251		7,878	69	20	7	3,831	3	3,930	50	1,148	51	852
Leeston .. ..	36	1,641	1,677	18	361	28,024		7,144	215	17	478	4,021	6	4,737	351	19,768	585	4,576
Southbridge .. ..	71	6,192	6,263	5	428	35,926		9,736	569	6	432	5,902	2	6,911	104	11,614	353	1,950
Little River .. ..	25	5,718	5,743	53	5,749	140,314	142	1,766	932	53	82	5,375	23	6,465	662	16,452	897	2,684
Islington .. ..	99	5,913	6,012	56	43	6,300		18,689	420	51	68	8,787	27	9,353	3,681	373,930	3,899	12,365
Rolleston .. ..	218	5,447	5,665	17	596	38,818		6,652	516	17	47	3,943	5	4,528	194	8,629	84	1,500
Kirwee .. ..	15	1,522	1,537	16	100	22,283	15	3,319	141	12	34	1,930	1	2,118	49	13,668	95	1,789
Darfield .. ..	227	2,715	2,942	46	197	69,862	3	9,827	391	39	88	6,322	1	6,841	93	6,617	1,389	1,499
Coalgate .. ..	10	577	587	30	466	73,670		9,190	43	27	94	7,228	2	7,394	111	7,199	1,107	2,662
Sheffield .. ..	57	1,733	1,790	40	281	33,807	15	3,088	255	45	309	2,720	3	3,332	50	6,781	145	1,294
Springfield .. ..	768	7,150	7,918	23	440	17,231	16	2,377	1,345	22	186	3,640	21	5,214	71	5,801	273	2,168
Arthur's Pass .. ..	142	1,724	1,866		5	6		94	294		35	100	1	430	48	1,071	285	403
Otira .. ..	703	14,319	15,022	44	233	4,699	46,734	1,786	2,153	41	285	16,022	17	18,518	112	568	974	2,957
Moana .. ..	66	2,325	2,391	48	306	1,653	52,565	1,049	354	47	229	9,344	3	9,977	218	2,746	395	4,741
Stillwater .. ..	499	12,681	13,180	293	46	251	28,624	75,243	1,618	185	71	30,360	14	32,248	218	607	7,248	
Ngahere .. ..	270	4,693	4,963	73	679	9,171	24,092	654	503	48	89	3,893	5	4,538	466	1,575	335	1,219
Blackball .. ..	57	2,190	2,247	254				37,270	301	207	22	14,699	1	15,230			440	1,581

STATEMENT NO. 18—continued.

STATEMENT OF TRAFFIC AND REVENUE FOR EACH STATION FOR THE YEAR ENDED 31ST MARCH, 1932—continued.

Stations.	OUTWARD.													INWARD.				
	NUMBER OF PASSENGER JOURNEYS.			Number of Season Tickets.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.	Ordinary Passengers.	Season Tickets.	Parcels, Luggage, and Mails.	Total Goods.	Miscellaneous.	Total Value forwarded.	Cattle and Calves.	Sheep and Pigs.	Timber, in Hundreds of Superficial Feet.	Other Goods.
	First-class.	Second-class.	Total.															
SOUTH ISLAND MAIN LINES AND BRANCHES—contd.																		
				Number.		Number.		Tons.	£	£	£	£	£	£	Number.	Number		Tons.
Burke's .. ..	61	1,017	1,078	222	..	..	20	..	26	73	1	1	..	101	..	..	20	..
St. Leonard's .. ..	485	10,717	11,202	2,340	7	..	20	2	306	617	7	3	1	934	2	..	20	52
Ravensbourne .. ..	3,364	34,514	37,878	4,591	..	..	..	34,866	555	1,292	14	17,538	31	19,430	..	..	50	3,248
Dunedin (Coaching) ..	38,726	411,416	450,142	12,896	..	..	..	..	76,620	6,517	12,283	Cr. 175	360	95,605	..	..	..	..
(Goods) .. ..	..	..	..	..	838	566	6,881	88,358	..	..	..	101,250	955	102,205	875	950	45,906	188,377
Caversham .. ..	867	20,662	21,529	1,697	..	..	..	91	1,275	250	109	136	5	1,775	..	..	353	5,375
Burnside .. ..	967	23,050	24,017	2,967	1,670	22,108	59	42,259	517	578	155	37,158	41	38,449	12,409	495,866	1,321	65,252
Green Island .. ..	2,199	39,355	41,554	5,453	..	..	..	15,882	1,059	1,365	40	3,633	34	6,131	1	394	317	8,972
Abbotsford .. ..	1,618	34,292	35,910	5,596	..	..	..	586	968	1,300	20	384	15	2,687	..	..	20	1,498
Wingatui .. ..	530	21,535	22,065	1,139	801	23,336	..	2,576	1,137	361	59	3,684	5	5,246	564	1,127	86	731
Middlemarch .. ..	229	1,751	1,980	..	1,043	83,390	17	2,248	432	..	580	6,942	9	7,963	363	16,094	406	2,594
Waipiaa .. ..	204	1,751	1,955	..	334	54,430	21	806	647	..	116	4,949	5	5,717	222	2,349	315	3,196
Ranfurly .. ..	549	2,755	3,304	18	171	55,997	12	1,622	1,090	9	272	5,146	9	6,526	104	3,034	666	2,682
Oturehua .. ..	108	1,175	1,283	1	384	71,459	15	2,386	522	1	235	7,538	13	8,309	55	6,777	1,266	1,593
Omakau .. ..	180	1,531	1,711	2	360	51,881	..	975	749	2	365	5,258	4	6,378	160	7,638	1,050	2,680
Alexandra .. ..	292	2,544	2,836	7	45	9,549	5	2,628	999	25	300	4,875	20	6,219	77	1,810	2,011	3,450
Clyde .. ..	103	1,118	1,221	60	34	2,850	22	1,177	397	47	154	2,453	3	3,054	33	233	1,125	1,155
Cromwell .. ..	347	3,239	3,586	4	559	50,583	63	5,162	1,647	4	462	11,355	8	13,476	63	555	1,302	3,847
Mosgiel .. ..	3,299	72,317	75,616	5,424	511	6,730	30	3,444	4,100	2,245	301	1,678	13	8,337	421	4,647	1,307	1,409
Outram .. ..	19	3,549	3,568	244	157	3,241	1	1,894	250	88	18	838	4	1,198	98	2,048	955	6,718
Allanton .. ..	417	6,759	7,176	25	650	20,009	86	4,219	515	23	202	2,544	1	3,285	655	6,708	321	4,719
Milburn .. ..	28	1,073	1,101	6	135	15,580	..	40,680	98	3	21	13,090	195	13,407	182	2,312	263	13,286
Milton .. ..	843	13,364	14,207	74	498	41,093	84	6,040	2,529	68	744	4,894	94	8,329	282	7,293	923	9,015
Waitahuna .. ..	9	444	453	20	73	10,066	15	20	53	19	21	351	3	447	40	1,014	35	356
Lawrence .. ..	384	6,488	6,872	43	126	22,038	440	1,283	953	34	275	2,301	24	3,587	126	1,088	435	4,212
Miller's Flat .. ..	24	380	404	..	68	24,337	4	1,985	98	..	82	3,951	1	4,132	95	811	518	1,760
Roxburgh .. ..	69	562	631	..	12	11,823	..	2,850	180	..	77	5,547	4	5,808	60	62	3,232	1,373
Lovell's Flat .. ..	349	1,518	1,867	87	83	21,716	201	14,410	157	35	39	7,752	162	8,145	37	3,782	394	2,760
Stirling .. ..	281	7,753	8,034	96	3,036	10,687	166	78,970	1,066	121	171	44,806	976	47,140	1,279	6,104	969	3,250
Balclutha .. ..	1,434	22,882	24,316	114	1,435	58,844	1,928	23,053	5,250	133	849	21,051	103	27,386	1,478	109,702	2,154	9,717
Owaka .. ..	81	4,057	4,138	5	379	41,451	21,427	5,695	750	6	273	9,819	5	10,853	1,800	134,733	1,415	11,791
Tahakopa .. ..	24	9,237	9,261	3	75	2,509	7,121	765	1,081	4	150	1,976	2	3,213	149	2,808	101	1,242
Waiwera .. ..	83	1,863	1,946	..	74	18,918	..	1,013	252	..	386	1,499	3	2,140	43	1,099	183	5,079
Clinton .. ..	260	10,084	10,344	23	119	37,261	194	1,586	1,536	20	75	2,930	12	4,573	77	1,460	448	5,217
Waipahi .. ..	198	3,638	3,836	3	939	88,521	..	3,287	495	5	147	6,713	3	7,363	264	2,137	485	10,856
Tapanui .. ..	23	741	764	..	59	13,541	5	477	269	..	50	1,217	1	1,537	176	1,150	819	4,194
Kelso .. ..	11	416	427	..	137	23,289	..	746	92	..	29	2,054	2	2,177	21	514	114	2,392
Heriot .. ..	10	1,505	1,515	1	272	79,293	5	1,893	339	..	89	6,642	6	7,076	216	2,489	481	3,974
Gore .. ..	2,192	36,351	38,543	370	895	125,604	934	16,976	9,169	347	1,382	18,204	106	29,208	923	6,563	2,918	28,998
Riversdale .. ..	38	2,970	3,008	116	580	144,000	319	7,684	416	94	107	12,256	5	12,878	196	2,997	870	11,650
Mataura .. ..	358	15,964	16,322	324	553	16,714	1,184	14,626	2,216	222	129	16,756	10	19,333	956	138,366	1,052	11,305
Edendale .. ..	340	10,179	10,519	151	2,573	36,310	..	4,576	2,260	133	156	6,814	59	9,422	373	9,872	316	11,819
Wyndham .. ..	9	958	967	..	565	23,671	..	2,168	143	..	84	3,379	1	3,607	132			



## STATEMENT NO. 19.

## CLASSIFICATION OF GOODS AND LIVE-STOCK TRAFFIC AND EARNINGS BY COMMODITIES.

Commodity.	Year ended 31st March, 1932.										Year ended 31st March, 1931.									
	Revenue.					Revenue.					Revenue.					Revenue.				
	Tonnage carried.	Per Cent. of Total.	Tons One Mile, 000 omitted.	Average Haul.	Amount.	Per Cent. of Total.	Per Ton.	Per Ton Mile.			Tonnage carried.	Per Cent. of Total.	Tons One Mile, 000 omitted.	Average Haul.	Amount.	Per Cent. of Total.	Per Ton.	Per Ton Mile.		
<i>Products of Agriculture.</i>				Miles.	£	s. d.		d.						Miles.	£	s. d.		d.		
Grain ..	273,003	4.69	15,454	57	140,545	3.44	10 4	2.18			265,925	3.82	13,177	59	120,764	2.65	9 1	2.19		
Meals ..	109,908	1.89	7,149	65	65,142	1.60	11 10	2.18			112,371	1.62	7,036	62	61,219	1.35	10 11	2.08		
Fruit ..	43,121	0.74	7,555	175	62,736	1.54	29 1	1.99			46,919	0.67	7,766	166	60,348	1.33	25 9	1.86		
Root crops, fodder ..	126,395	2.17	8,706	69	70,520	1.72	11 2	1.94			139,690	2.01	9,157	65	71,683	1.58	10 3	1.87		
Flax, green and dressed ..	7,098	0.12	417	59	4,704	0.12	13 3	2.70			11,086	0.16	787	71	8,196	0.18	14 10	2.49		
Seeds ..	18,661	0.32	1,228	66	15,132	0.37	16 3	2.95			16,662	0.24	1,001	60	12,653	0.28	15 2	3.03		
	578,186	9.93	40,509	70	358,779	8.79	12 5	2.12			592,853	8.52	38,924	66	334,863	7.37	11 4	2.06		
<i>Animals and their Products.</i>																				
Cattle and horses ..	121,996	2.09	9,449	77	143,389	3.51	23 6	3.64			141,464	2.03	11,721	83	177,407	3.90	25 1	3.63		
Sheep and pigs ..	430,564	7.39	30,896	72	411,306	10.08	19 1	3.19			414,589	5.96	29,326	71	400,227	8.81	19 4	3.27		
Meat ..	187,891	3.23	5,543	29	136,596	3.34	14 7	5.91			191,384	2.75	5,692	30	138,688	3.05	14 6	5.84		
Butter ..	122,604	2.11	7,489	61	120,460	2.95	19 8	3.86			132,318	1.90	7,684	58	124,781	2.75	18 11	3.89		
Cheese ..	86,903	1.49	4,087	47	78,443	1.92	18 1	4.60			108,148	1.56	4,788	44	96,871	2.13	17 11	4.85		
Wool ..	149,145	2.56	7,707	52	147,992	3.63	19 10	4.60			117,991	1.70	6,276	53	117,201	2.58	19 11	4.48		
Dairy by-products ..	15,302	0.26	1,326	87	14,945	0.37	19 6	2.70			17,192	0.25	1,471	86	18,343	0.40	21 4	2.99		
Fat, hides, skins ..	39,260	0.67	1,650	42	37,757	0.93	19 3	5.49			37,580	0.54	1,656	44	36,504	0.80	19 5	5.28		
Fish ..	7,711	0.13	1,239	161	10,695	0.26	27 9	2.07			9,370	0.13	1,621	173	14,133	0.31	30 2	2.09		
	1,161,376	19.93	69,386	60	1,101,583	26.99	19 0	3.80			1,170,036	16.82	70,235	60	1,124,155	24.73	19 3	3.84		
<i>Products of Mines.</i>																				
Agricultural lime ..	140,201	2.41	9,423	67	52,058	1.28	7 5	1.32			157,211	2.26	10,653	68	31,397	0.69	4 0	0.70		
Coal, imported ..	37,088	0.63	704	19	14,026	0.34	7 7	4.78			37,361	0.54	856	23	15,034	0.33	8 0	4.21		
Coal, N.Z. hard ..	763,926	13.12	30,974	41	244,024	5.98	6 5	1.88			1,096,247	15.76	43,244	39	318,178	7.00	5 10	1.76		
Coal, N.Z. brown ..	915,579	15.72	107,926	118	583,667	14.30	12 9	1.29			1,020,454	14.66	127,191	125	618,440	13.61	12 1	1.16		
Road-metal ..	113,410	1.94	2,887	25	28,325	0.69	5 0	2.35			234,412	3.37	5,655	24	44,653	0.98	3 10	1.89		
Lime and coke ..	54,495	0.94	2,869	53	22,447	0.55	8 3	1.87			77,438	1.11	4,070	53	30,878	0.68	8 0	1.81		
	2,024,699	34.76	154,783	76	944,547	23.14	9 4	1.46			2,623,123	37.70	191,669	73	1,058,589	23.29	8 1	1.32		
<i>Products of Forests.</i>																				
Timber, imported ..	10,308	0.18	638	62	10,494	0.26	20 4	3.94			27,577	0.40	1,288	47	25,254	0.56	18 4	4.70		
Timber, N.Z. ..	243,224	4.17	27,404	113	226,838	5.56	18 8	1.98			375,524	5.40	41,539	111	350,931	7.72	18 9	2.02		
Firewood, posts, &c. ..	74,933	1.29	5,308	71	30,059	0.73	8 0	1.35			123,138	1.76	9,735	79	50,329	1.11	8 2	1.23		
	328,465	5.64	33,350	102	267,391	6.55	16 3	1.92			526,239	7.56	52,562	100	426,514	9.39	16 2	1.94		
<i>Manufactures, &amp;c.</i>																				
Benzine, gasoline, kerosene ..	130,439	2.24	11,376	87	223,495	5.48	34 3	4.71			145,086	2.09	11,696	81	243,383	5.36	33 7	4.99		
Cement ..	66,863	1.15	7,688	115	71,017	1.74	21 3	2.21			82,606	1.19	6,801	82	69,381	1.52	16 10	2.44		
Manures ..	572,696	9.83	38,898	68	285,421	6.99	10 0	1.75			563,417	8.09	34,134	61	220,791	4.86	7 10	1.55		
	769,998	13.22	57,962	75	579,933	14.21	15 1	2.40			791,109	11.37	52,631	67	533,555	11.74	13 6	2.43		
Miscellaneous ..	962,087	16.52	49,266	51	829,255	20.32	17 3	4.03			1,254,349	18.03	61,088	49	1,066,902	23.48	17 0	4.19		
Totals ..	5,824,811	100.00	405,256	70	4,081,488	100.00	14 0	2.41			6,957,709	100.00	467,109	67	4,544,569	100.00	13 0	2.33		

## STATEMENT NO. 20.

STATEMENT SHOWING MILEAGE, CAPITAL COST, TRAFFIC, OPERATING REVENUE, AND EXPENDITURE OF NEW ZEALAND GOVERNMENT RAILWAYS FROM 1ST APRIL, 1926, TO 31ST MARCH, 1932.

## MILEAGE, CAPITAL COST, TRAFFIC, AND REVENUE.

Year.	Miles.	Capital Cost.	Train-mileage.	Total Passenger Journeys.		Coaching Revenue.	Cattle and Calves. (Number.)	Sheep and Pigs. (Number.)	Timber. (Tons.)
				Number.	Revenue.				
		£			£	£			
1926-1927 ..	3,164	47,195,948	10,723,864	26,002,137	2,304,180	377,367	391,062	8,902,511	663,442
1927-1928 ..	3,180	49,014,832	10,838,594	25,379,665	2,145,296	379,933	459,742	9,299,715	570,558
1928-1929 ..	3,287	54,210,139	11,113,482	25,574,843	2,124,746	378,141	634,394	9,685,374	568,026
1929-1930 ..	3,287	55,347,541	12,022,043	25,413,621	1,995,927	386,792	695,060	10,271,544	574,080
1930-1931 ..	3,322	58,076,236	11,281,898	22,813,708	1,778,725	359,276	729,567	10,279,407	403,095
1931-1932 ..	3,315	49,661,930	10,168,720	19,155,600	1,339,589	316,245	685,649	10,685,464	253,534

Year.	Goods.	Total.	Goods Revenue.	Miscellaneous Revenue, Labour, Demurrage, &c.	Total Revenue.	Revenue per Train-mile.
	Tons.	Tons.	£	£	£	d.
1926-1927 ..	6,161,706	6,825,148	4,596,166	145,759	7,423,472	166.14
1927-1928 ..	6,276,525	6,847,083	4,680,135	138,481	7,343,845	162.62
1928-1929 ..	6,509,978	7,078,004	4,846,125	175,852	7,524,864	162.50
1929-1930 ..	6,649,114	7,223,194	4,904,324	186,949	7,473,993	149.21
1930-1931 ..	5,998,562	6,401,657	4,487,357	156,029	6,781,388	144.26
1931-1932 ..	5,018,719	5,272,253	4,019,600	113,531	5,788,965	136.63

## EXPENDITURE.

Year.	Maintenance of Way and Works.			Maintenance of Signals and Electrical Appliances.			Maintenance of Locomotives, Carriages, and Wagons.		
	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Mile of Railway.	Amount.	Per Cent. of Revenue.	Per Train-mile.
	£		£	£		£	£		d.
1926-1927 ..	1,074,334	14.47	340.30	100,861	1.36	31.95	1,303,444	17.56	29.17
1927-1928 ..	1,147,067	15.62	360.94	102,871	1.40	32.37	1,380,727	18.80	30.57
1928-1929 ..	1,111,229	14.77	341.50	112,206	1.49	34.48	1,424,165	18.93	30.76
1929-1930 ..	1,146,014	15.33	352.19	117,577	1.57	36.13	1,680,919	22.49	33.55
1930-1931 ..	1,150,329	16.97	348.27	104,464	1.54	31.63	1,502,698	22.16	31.97
1931-1932 ..	997,629	17.23	300.90	107,584	1.86	32.50	1,270,585	21.94	30.00

Year.	Locomotive Transportation.			Traffic Transportation.			General Charges.			Total Expenditure.	Expenditure per Train-mile.	Expenditure per Cent. of Revenue.
	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.	Amount.	Per Cent. of Revenue.	Per Train-mile.			
	£		d.	£		d.	£		d.	£	d.	
1926-1927 ..	1,669,352	22.49	37.36	1,752,998	23.61	39.23	257,294	3.47	5.76	6,158,283	137.82	82.96
1927-1928 ..	1,662,074	22.63	36.80	1,760,459	23.97	38.98	248,921	3.39	5.51	6,302,119	139.55	85.81
1928-1929 ..	1,650,793	21.94	35.65	1,825,965	24.26	39.43	250,221	3.32	5.40	6,374,579	137.66	84.71
1929-1930 ..	1,755,208	23.49	35.03	1,883,918	25.21	37.61	264,389	3.54	5.28	6,848,026	136.71	91.62
1930-1931 ..	1,594,672	23.53	33.92	1,798,490	26.52	38.26	255,490	3.76	5.43	6,406,143	136.28	94.47
1931-1932 ..	1,254,770	21.67	29.70	1,424,520	24.60	33.60	246,565	4.26	5.80	5,301,653	125.13	91.56

STATEMENT NO. 21.

COMPARATIVE STATEMENT OF THE NUMBER OF EMPLOYEES FOR YEARS 1930-31 AND 1931-32.

Branch.	Kaihu.	Gisborne	North Island Main Line and Branches.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Stores.	Refreshment Branch.	Advertising Branch.	Road Motors Branch.	Total.
1931-32.												
General ..	1	2	596	148	4	3	3	314	285	41	112	1,509
Traffic ..	4	11	2,700	2,241	58	14	28	..	..	..	..	5,056
Maintenance ..	7	33	2,020	1,259	41	30	35	..	..	..	..	3,425
Locomotive ..	4	12	3,676	2,342	59*	12	19	..	..	..	..	6,124
Totals ..	16	58	8,992	5,990	162	59	85	314	285	41	112	16,114
1930-31.												
General ..	1	3	710	168	4	4	3	383	354	54	137	1,821
Traffic ..	4	16	2,918	2,511	77	17	31	..	..	..	..	5,574
Maintenance ..	9	39	2,480	1,621	47	33	39	..	..	..	..	4,268
Locomotive ..	4	18	4,230	2,812	73*	16	22	..	..	..	..	7,177
Totals ..	18	76	10,338	7,112	203	70	95	383	354	54	137	18,840

\* Workshop staff only. Westport locomotive-running staff are included in South Island Main Line and Branches.

STATEMENT NO. 22.

STATEMENT OF ACCIDENTS FOR THE YEAR ENDED 31ST MARCH, 1932.

Section.	Train Accidents.				Accidents on Line (other than Train Accidents).						Shunting Accidents.						Employees proceeding to or from Duty within the Railway Boundary.				Persons killed or injured at the Railway Crossings.				Trespassers.				Miscellaneous.				Accidents in Railway Workshops, &c.				Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	Passengers.		Employees.		Passengers.		Employees.		Other Persons.		Passengers.		Employees.		Other Persons.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Killed.		Injured.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Kaihu	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

STATEMENT No. 23.

STATEMENT OF CARRIAGE, RAIL-CAR, BRAKE-VAN, AND WAGON STOCK, AND TARPAULINS, FOR THE YEAR ENDED 31ST MARCH, 1932.

Description.						Class.	Kaihu.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Picton.	Total.
CARRIAGES—														
First class .. .. .						..	..	177	..	123	..	..	3	303
Second class .. .. .						..	2	417	4	376	6	7	4	816
Composite .. .. .						..	2	268	8	166	4	7	5	460
Sleeping .. .. .						..	..	15	..	6	..	..	..	21
Totals .. .. .						..	4	877	12	671	10	14	12	1,600
RAIL-CARS .. .. .						..	..	..	..	2	..	..	..	2
VANS—														
Postal vans .. .. .						..	..	13	..	6	..	..	..	19
Brake vans .. .. .						..	2	260	4	205	7	4	4	486
Totals .. .. .						..	2	273	4	211	7	4	4	505
WAGONS—														
Horse-boxes .. .. .						G	..	108	1	90	..	1	4	204
Cattle .. .. .						H	..	415	4	273	4	4	8	708
Sheep .. .. .						J	..	1,267	40	1,137	..	11	40	2,495
Covered goods .. .. .						K	1	308	2	240	5	6	3	565
Sleeping-vans .. .. .						K	..	25	..	51	1	1	..	78
High sides .. .. .						L	4	5,066	47	4,723	17	103	174	10,134
Low sides .. .. .						La	..	3,159	..	3,036	..	..	..	6,195
" steel .. .. .						M	12	547	40	991	24	14	21	1,649
Work-train .. .. .						Ma	..	146	12	..	..	..	..	158
Timber .. .. .						Mb	..	84	..	19	..	..	..	103
Iron hopper .. .. .						N	40	164	..	187	32	8	..	431
" for ballast .. .. .						O	..	21	..	..	..	..	..	21
Platform coal .. .. .						Ob	..	27	..	..	..	..	..	27
Petrol, inspection .. .. .						P	..	199	..	..	..	..	..	199
Moveable hopper .. .. .						Pw	..	..	..	1	..	..	..	1
Frozen-meat .. .. .						Q	..	..	..	495	723	..	..	1,218
Cool, insulated .. .. .						W	..	313	10	91	..	15	..	429
" ventilated .. .. .						X	..	165	..	30	..	..	..	195
Work-train hopper .. .. .						Xa	1	291	..	341	..	..	7	640
High-side, bogie .. .. .						Xb	..	92	..	32	..	..	..	124
Mail and luggage .. .. .						Y	..	..	..	2	..	..	..	2
High-side, bogie .. .. .						Yb	..	259	..	143	..	..	..	402
" " .. .. .						R	2	214	..	83	..	..	..	299
" " .. .. .						Ra	..	..	..	..	..	..	1	1
" " .. .. .						Rb	..	70	..	41	..	..	..	111
" " .. .. .						Rd	..	40	..	..	..	..	..	40
" " .. .. .						Rn	..	34	..	..	..	..	..	34
Sheep, bogie .. .. .						S	..	54	..	25	..	..	..	79
Cattle, bogie .. .. .						T	..	44	..	22	..	..	..	66
Platform, bogie .. .. .						U	..	228	40	138	4	4	10	424
Gas-store-holders, bogie .. .. .						Ua	..	11	..	4	..	..	..	15
Platform, " .. .. .						Ub	..	138	..	219	..	..	..	357
Oil fuel, " .. .. .						Ud	..	..	..	2	..	..	..	2
Horse-boxes, " .. .. .						Ug	..	48	..	44	..	..	..	92
Frozen meat, " .. .. .						V	..	46	12	71	..	..	..	129
" " .. .. .						Vb	..	124	..	60	..	..	..	184
Covered goods, " .. .. .						Z	..	54	..	39	..	..	..	93
Sleeping-vans, " .. .. .						Z	..	..	..	1	..	..	..	1
Covered goods, " .. .. .						Zp	..	76	..	78	..	..	..	154
Totals .. .. .						..	60	13,837	208	12,709	810	167	268	28,059
TARPAULINS .. .. .						..	30	11,868	115	10,845	52	164	290	23,364

## STATEMENT No. 24.

STATEMENT OF LOCOMOTIVE STOCK FOR THE YEAR ENDED 31ST MARCH, 1932.

Class.	Type.	Number superheated.	Number Thermic Syphons.	Kahui.	North Island Main Line and Branches.	Gisborne.	South Island Main Line and Branches.	Westport.	Nelson.	Pictou.	Total.
A	Tender (4-cyl. balanced compound) ..	34	1	..	50	..	7	..	..	..	57
A	„ (No. 409, simple) ..	1	..	..	..	..	1	..	..	..	1
AA	„ .. ..	10	..	..	10	..	..	..	..	..	10
AB	„ .. ..	141	2	..	87	..	54	..	..	..	141
B	„ .. ..	7	1	..	..	..	8	..	..	..	8
BA	„ .. ..	10	1	..	..	..	10	..	..	..	10
BB	„ .. ..	30	..	..	30	..	..	..	..	..	30
C	„ (shunting) ..	24	..	..	12	..	12	..	..	..	24
D	Clayton (shunting) ..	..	..	..	1	..	..	..	..	..	1
E	Electric ..	..	..	..	..	..	11	..	..	..	11
EB	„ (battery shunting, workshops) ..	..	..	..	2	..	3	..	..	..	5
F	Tank .. ..	..	..	2	13	..	31	1	1	..	48
FA	„ .. ..	..	..	..	..	..	2	2	3	2	9
G	Garratt (articulated) ..	3	3	..	3	..	..	..	..	..	3
H	Tank (Fell) ..	..	..	..	6	..	..	..	..	..	6
J	Tender .. ..	..	..	..	4	..	10	..	..	..	14
L	Tank .. ..	..	..	..	2	..	1	..	..	..	3
N	Tender .. ..	..	..	..	2	..	1	..	..	..	3
Q	„ .. ..	10	..	..	6	..	7	..	..	..	13
R	Tank (single, Fairlie) ..	..	..	..	..	..	5	..	..	..	5
U	Tender .. ..	9	..	..	..	..	9	..	..	..	9
UA	„ .. ..	2	..	..	..	..	6	..	..	..	6
UB	„ (Baldwin) ..	7	..	..	..	..	20	..	..	..	20
UB	„ (Brooks) ..	..	..	..	..	..	1	..	..	..	1
UB	„ (Richmond) ..	1	..	..	..	..	1	..	..	..	1
UC	„ .. ..	4	..	..	..	..	10	..	..	..	10
W	Tank .. ..	..	..	..	..	..	2	..	..	..	2
WA	„ .. ..	..	..	..	1	6	3	..	..	..	10
WA	„ (“J” converted) ..	..	..	..	3	..	1	..	..	..	4
WAB	„ .. ..	16	..	..	6	..	10	..	..	..	16
WB	„ .. ..	..	..	..	2	..	..	5	..	..	7
WD	„ .. ..	..	..	..	11	..	7	..	..	..	18
WE	„ .. ..	2	..	..	..	..	2	..	..	..	2
WF	„ .. ..	11	..	..	17	..	17	..	3	4	41
WG	„ .. ..	8	..	..	20	..	..	..	..	..	20
WS	„ .. ..	14	..	..	14	..	..	..	..	..	14
WW	„ .. ..	50	..	..	47	..	..	3	..	..	50
X	Tender (4-cyl. balanced compound) ..	7	3	..	18	..	..	..	..	..	18
	Totals .. ..	401	11	2	367	6	252	11	7	6	651

## STATEMENT NO. 25.

## ALL SECTIONS.

## LOCOMOTIVE RUNNING COSTS, YEAR ENDED 31ST MARCH, 1932.

Section.	Number of Locomotives	Locomotive-mileage.					Quantity of Stores.			Cost.				Section.				
		Details.				Average Mileage per Locomotive.	Running.		Repairs.	Running.								
		Train.	Assisting, Light, and Miscellaneous.	Total.	Coal.		Oil.	Stores.		Fuel.	Wages.	Total.						
N.I.M.L. and branches.	365	6,368,759	2,086,638	8,455,397	23,165	4,439,468	Cwt.	Quarts.	£	£	£	£	£	N.I.M.L. and branches.				
S.I.M.L. and branches	238	3,511,418	1,320,382	4,831,800	20,302	2,289,945	2,289,945	187,410	137,802	9,803	149,759	149,578	447,032	S.I.M.L. and branches.				
Kaihu ..	2	15,152	2,650	17,802	8,901	5,490	5,490	484	43	27	488	630	1,188	Kaihu.				
Gisborne ..	6	43,088	7,906	50,994	8,499	20,624	20,624	2,253	572	106	2,646	1,348	4,672	Gisborne.				
Westport ..	11	71,169	49,907	121,076	11,007	55,580	55,580	5,543	4,192	376	3,375	5,183	13,126	Westport.				
Nelson ..	7	41,248	11,665	52,913	7,559	22,808	22,808	1,828	1,888	91	2,460	1,535	5,974	Nelson.				
Pictou ..	6	42,307	25,651	67,958	11,326	24,869	24,869	2,302	1,130	111	2,827	2,392	6,460	Pictou.				
Total steam	635	10,093,141	3,504,799	13,597,940	21,414	6,858,784	6,858,784	514,507	424,122	27,849	528,602	412,330	1,392,903					
Electric locos., E 2-6	5	30,264	37,578	67,842	13,568	1,225,430	Units.	1,867	2,201	134	17,674	1,226	21,235	E 2-6.				
Electric locos., E 7-12	6	107,283	22,755	130,038	21,673	2,757,040	2,757,040	1,716	2,085	125	5,744	2,079	10,033	E 7-12.				
Electric rail-motor, Rm. 6	1	33,222	618	33,840	33,840	147,447	147,447	167	278	14	879	247	1,418	Rm. 6.				
Steam rail-motor, Rm. 2	1	15,628	678	16,306	16,306	1,610	Cwt.	222	318	14	183	344	859	Rm. 2.				
Grand total	648	10,279,538	3,566,428	13,845,966	21,367	..	..	518,479	429,004	28,136	553,082	416,226	1,426,448					
Section.		Cost per Locomotive-mile.				Water Charges.	Conversion and Alteration Charges.	General Charges.	Cost of Depreciation three-mile.	Cost of Water Charges per Locomotive-mile.	Cost of Conversions and Alteration Charges per Locomotive-mile.	Cost of General Charges per Locomotive-mile.	Total Cost.	Days in Steam.	Average Number of Days in Steam per Locomotive.	Section.		
		Running.			Total.													
		Repairs.	Wages and Material.	Stores.													Fuel.	Wages.
N.I.M.L. and branches	..	d. 7.90	d. 0.49	d. 10.42	d. 25.95	£ 67,207	£ 10,021	£ 109,015	d. 1.91	d. 0.37	d. 0.28	d. 3.09	£ 1,113,623	d. 78,682	216	N.I.M.L. and branches.		
S.I.M.L. and branches	..	d. 6.84	d. 0.49	d. 7.44	d. 22.20	£ 32,732	£ 4,422	£ 72,423	d. 1.63	d. 0.27	d. 0.21	d. 3.60	£ 561,968	d. 47,149	198	S.I.M.L. and branches.		
Kaihu ..	..	d. 0.58	d. 0.36	d. 6.58	d. 8.49	£ 34	..	£ 187	d. 0.46	d. 0.11	..	d. 2.52	£ 1,417	d. 29.10	149	Kaihu.		
Gisborne ..	..	d. 2.69	d. 0.50	d. 6.34	d. 21.99	£ 555	..	£ 415	d. 2.61	d. 0.29	..	d. 1.95	£ 5,703	d. 26.84	84	Gisborne.		
Westport ..	..	d. 8.31	d. 0.75	d. 6.69	d. 26.02	£ 739	..	£ 2,915	d. 1.46	d. 0.17	..	d. 5.78	£ 16,867	d. 33.43	166	Westport.		
Nelson ..	..	d. 8.56	d. 0.41	d. 11.16	d. 6.96	£ 369	..	£ 530	d. 1.67	d. 0.49	..	d. 2.40	£ 6,981	d. 31.65	81	Nelson.		
Pictou ..	..	d. 3.99	d. 0.39	d. 9.98	d. 8.45	£ 442	..	£ 774	d. 1.56	d. 0.17	..	d. 2.73	£ 7,723	d. 27.27	133	Pictou.		
Total steam	..	d. 7.49	d. 0.49	d. 9.33	d. 7.28	£ 102,078	£ 14,443	£ 186,259	d. 1.80	d. 0.33	d. 0.25	d. 3.29	£ 1,714,282	d. 30.26	204			
Electric locos., E 2-6	..	d. 7.79	d. 0.47	d. 62.52	d. 4.34	£ 2,288	..	..	d. 8.09	..	..	..	£ 23,523	d. 83.21	270	E 2-6.		
Electric locos., E 7-12	..	d. 3.85	d. 0.23	d. 10.60	d. 3.84	£ 1,581	..	..	d. 2.91	..	..	..	£ 11,614	d. 21.43	209	E 7-12.		
Electric rail-motor, Rm. 6	..	d. 1.97	d. 0.10	d. 6.24	d. 1.75	£ 1,747	..	..	d. 12.39	..	..	..	£ 3,165	d. 22.45	234	Rm. 6.		
Steam rail-motor, Rm. 2	..	d. 4.68	d. 0.21	d. 2.69	d. 5.06	£ 1,435	..	..	d. 6.70	..	..	..	£ 1,314	d. 19.34	161	Rm. 2.		

Approximate Cost of Paper.—Preparation not given; printing (1,590 copies, including graph), £128.

NEW ZEALAND GOVERNMENT RAILWAYS.



